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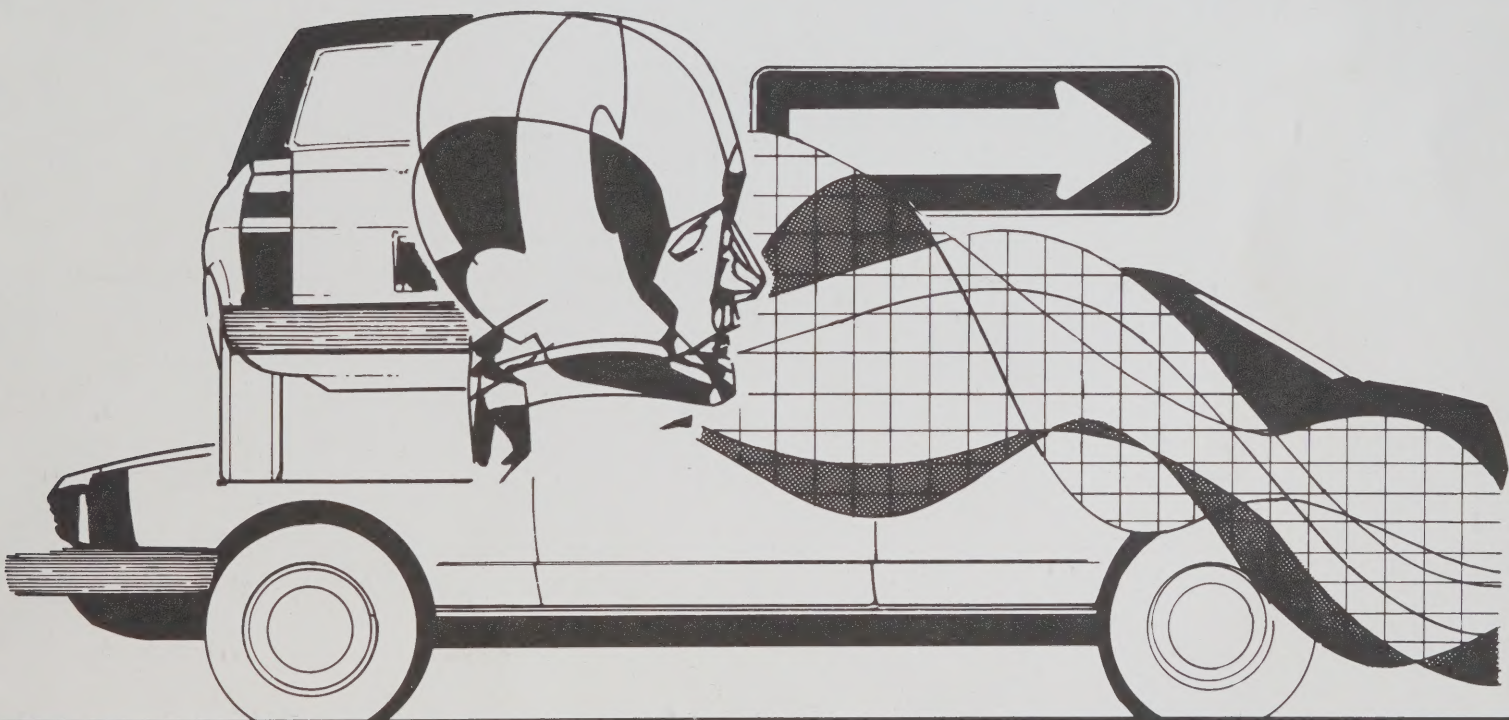
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TRAFFIC COLLISION STATISTICS IN CANADA 1993



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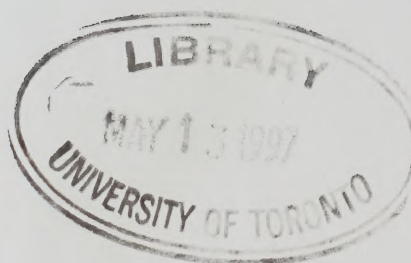
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TRANSPORT CANADA

TRAFFIC COLLISION STATISTICS IN CANADA 1993



SEPTEMBER 1996



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17. Abstract

This report provides basic information on police-reported records of all fatal and personal injury traffic collisions which occurred on public roads in Canada during 1993. Twenty-six statistical tables were compiled which provide environmental, victim, vehicle and driver characteristics of these collisions.


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INTRODUCTION

The collision statistics found in this publication were collected in cooperation with the Canadian Council of Motor Transport Administrators from the provincial/territorial agencies responsible for compiling such data. Each jurisdiction has its separate collision report form and reporting procedures, and maintains its own record system. While there is great similarity in the information submitted, there is not complete uniformity.

It should be noted that all statistical tables in Appendix A lack information from at least one jurisdiction (some jurisdictions were only able to provide summary collision data). Therefore, national totals for the above-mentioned statistical tables were obtained by factoring the data from jurisdictions where the information was provided.

The purpose of the 1993 edition of *Traffic Collision Statistics in Canada* is to provide basic information on police-reported records of fatal and personal injury motor vehicle traffic collisions which occurred on public roads in Canada.

This report briefly describes and graphically presents summaries of the principal environmental, victim, vehicle and driver characteristics of traffic crashes during 1993.

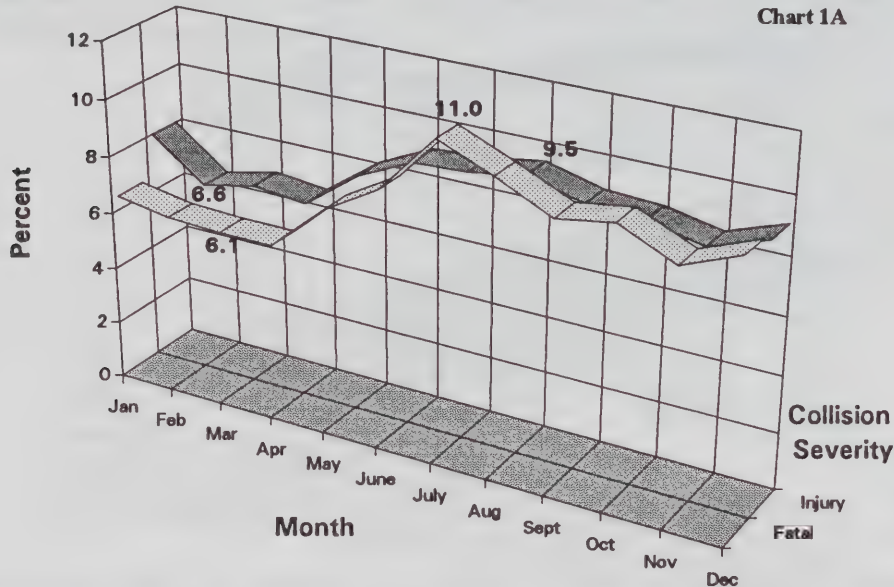
Appendix A contains the twenty-six statistical tables on which the summaries in the report are based. It contains the available information for each province and territory, and national totals for each collision characteristic examined.

Appendix B presents a list of provincial and territorial contacts.

Summary of 1993 Motor Vehicle Traffic Collision Characteristics

Fatal And Personal Injury Traffic Collisions By Month Of Occurrence - 1993

Chart 1A shows that the percentage distribution of fatal and personal-injury traffic collisions according to month of occurrence demonstrated somewhat different patterns.



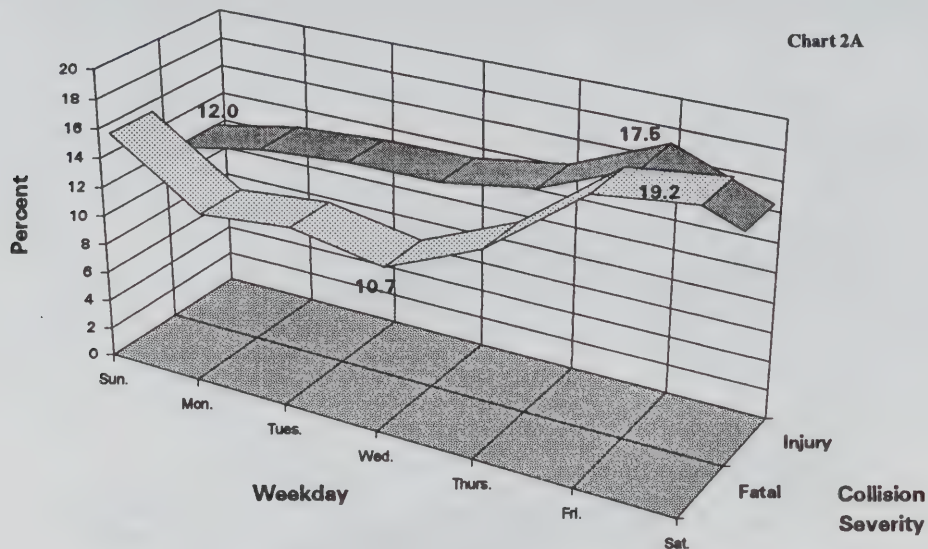
Fatal traffic collisions occurred most often during the period from June to December, where monthly distributions ranged from 8.7% to 11% and least often during the period from January to May, where monthly distributions ranged from 6.1% to 7.8%.

Collisions resulting in personal injuries occurred least often during the period from February to April, where monthly distributions ranged from 6.6% to 7%. Monthly distributions for other months of the year ranged from 8% to 9.5%.

The monthly percentage distributions of fatal and personal-injury collisions were similar in that the largest monthly distributions of collisions occurred during a mid-summer month (11% in July and 9.5% in August for fatal and personal-injury collisions respectively), while the smallest monthly percentage distributions took place during an earlier month of the year (6.1% in March and 6.6% in February for fatal and personal-injury collisions respectively). These monthly collision figures were also dissimilar in that the proportional distribution of fatal traffic collisions was more concentrated during the peak period than was the case for personal-injury collisions. Almost twice as many fatal collisions occurred during July, the month when the most fatal collisions occurred, than during March when the fewest fatal crashes happened, while personal-injury collisions occurred almost one-and-one-half times more often during August, the month when the highest proportional distribution of these crashes took place than during February, when the fewest injury-producing crashes occurred.

Fatal And Personal Traffic Collisions By Day Of Occurrence - 1993

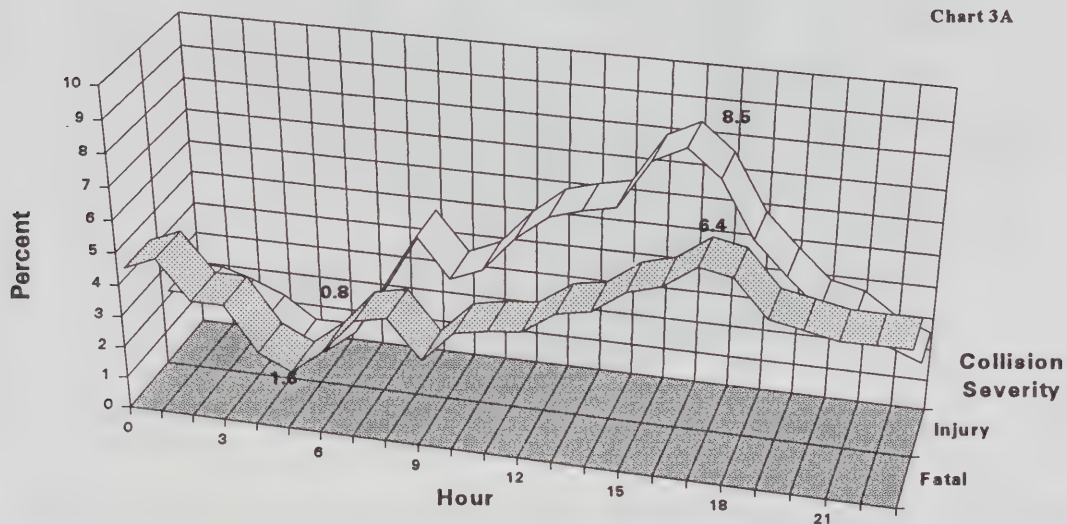
Chart 2A shows the percentage distributions of fatal and personal-injury traffic collisions according to day of occurrence. It can be seen that fatal crashes occurred most often on weekends. Collisions which resulted in personal injuries were more evenly distributed throughout the week.



Collisions which resulted in deaths occurred most frequently on Fridays and Saturdays (18.4% and 19.2% respectively), while the fewest fatal collisions took place on Mondays and Wednesdays (11.2% and 10.7% respectively). Collisions which resulted in personal injuries happened most often on Fridays and Saturdays (17.5% and 15%), while these crashes occurred least often on Sundays (12%).

Fatal And Personal Injury Traffic Collisions By Hour Of Occurrence - 1993

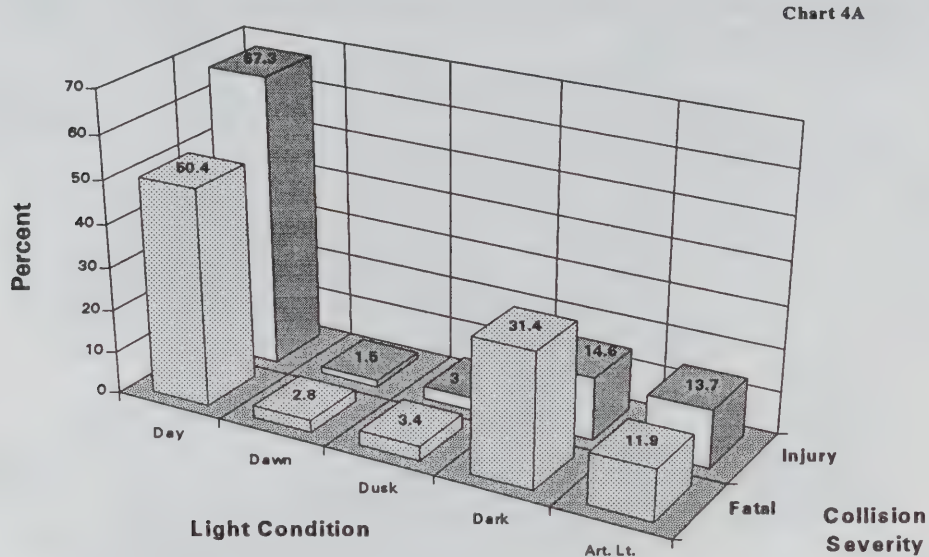
Chart 3A demonstrates that the peak period for the occurrence of fatal crashes was between 3 p.m. and 9 p.m., when almost thirty percent (28.8%) of these collisions took place. This chart also shows that collisions which resulted in fatalities occurred slightly less frequently during the four-hour period from midnight to 4 a.m. (16%) than during the period from 8 p.m. to midnight (19%). The hours during which the largest percentage of total fatal crashes took place were 4 p.m., 5 p.m. and 6 p.m. (5.7%, 6.4% and 6.2% respectively), while the hours during which the smallest percentage distribution of fatal collisions happened were between 4 a.m. and 7 a.m. (2.1%, 1.6% and 2.4% respectively).



The distribution of personal-injury collisions was somewhat different than was the case for fatal collisions. More than half (54%) of all injury-producing collisions took place between noon and 8 p.m., with the peak period for these collisions occurring between the hours of 3 p.m. and 6 p.m., when 24.2% of these crashes happened. This chart also shows that collisions which resulted in personal injuries took place more frequently during the period from 8 a.m. to noon (17.9%) than during the period from 8 p.m. to midnight (14%). This chart demonstrates that between the hours of midnight and 7 a.m., fatal collisions occurred considerably more often (22.1% of total fatal crashes) than injury-producing collisions (11% of total personal-injury collisions).

Fatal And Personal Injury Traffic Collisions By Light Condition - 1993

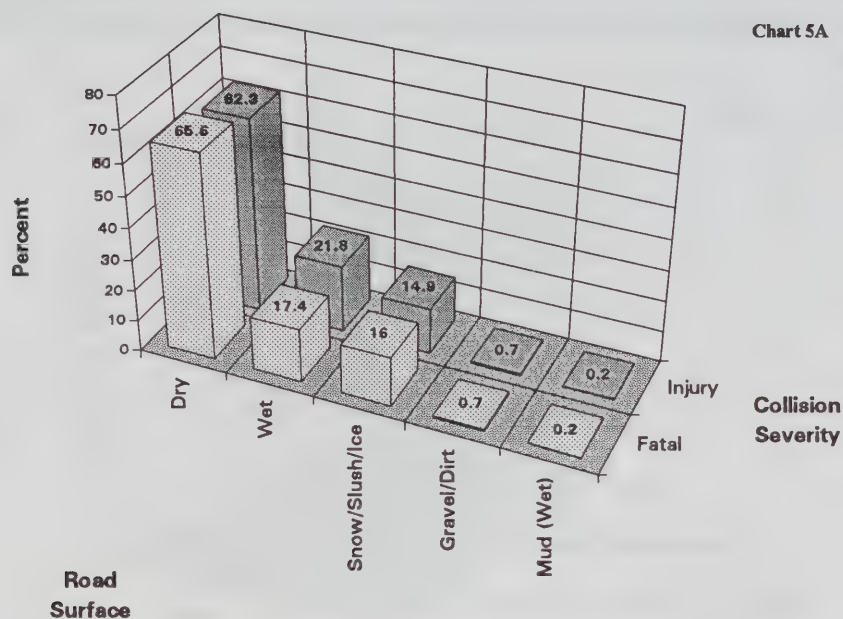
Chart 4A demonstrates that approximately half of all fatal traffic crashes (50.4%) and two thirds of collisions which resulted in personal injuries (67.3%) occurred in daylight conditions. Collisions which took place at night in lighting conditions described as “dark” or “artificial road lighting” comprised the majority of the remainder of casualty-producing crashes (31.4% and 11.9% respectively for fatal crashes and 14.6% and 13.7% respectively for injury producing collisions).



This chart also shows that very few collisions which resulted in fatalities or injuries occurred during the “dawn” or “dusk” period (6.2% for fatal crashes and 4.5% for personal injury collisions).

Fatal And Personal Injury Traffic Collisions By Road Surface - 1993

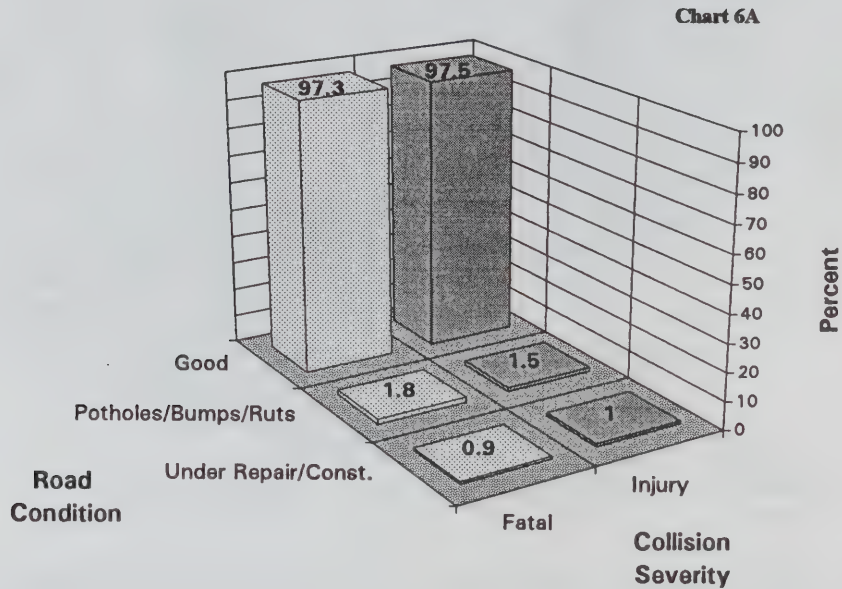
Chart 5A illustrates that almost two thirds of traffic collisions resulting in fatalities (65.6%) and approximately six of ten crashes resulting in personal injuries (62.3%) happened on dry roads.



This chart also demonstrates that injury-producing collisions took place more often on roads that were described as 'wet' or covered with 'snow, slush or ice' (21.8% and 14.9% respectively) than was the case for fatal crashes (17.4% and 16% respectively).

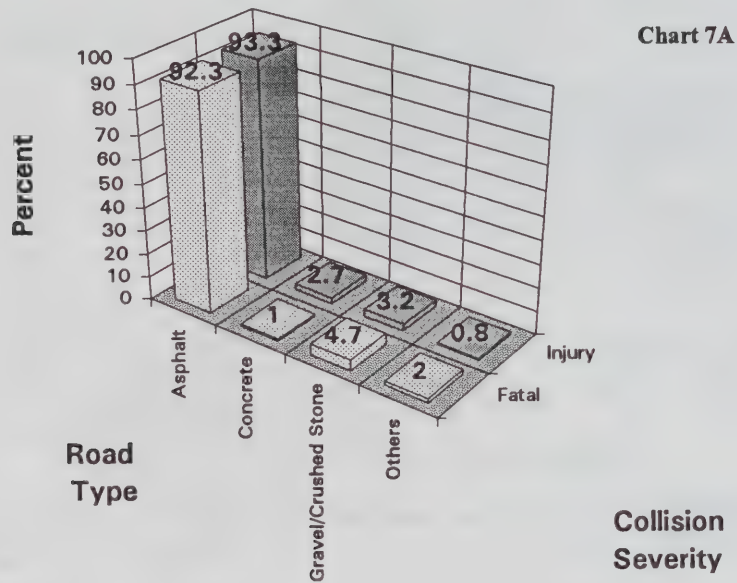
Fatal And Personal Injury Traffic Collisions By Road Condition - 1993

Chart 6A demonstrates that almost all traffic collisions which resulted in fatalities or injuries took place on roads that were described as “good” (97.3% and 97.5% for fatal and personal-injury collisions respectively). Only 1.8% of fatal collisions and 1.5% of personal-injury collisions happened on roads that had “potholes, bumps or ruts”, while the remaining 0.9% of fatal collisions and 1.0% of personal-injury collisions occurred on roads that were “under repair or under construction”.



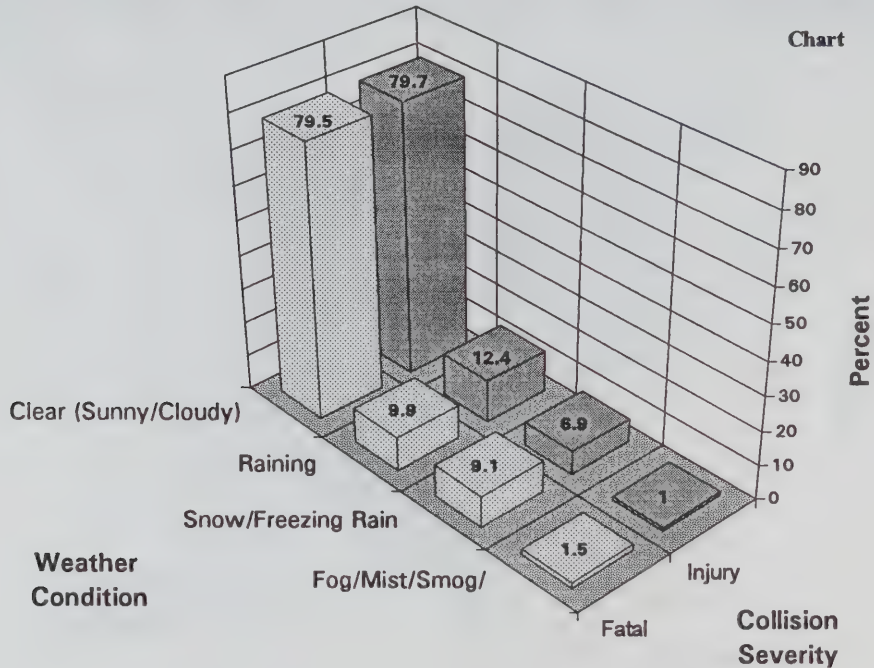
Fatal And Personal Injury Traffic Collisions By Road Type - 1993

Chart 7A illustrates that roughly ninety percent of traffic collisions which resulted in casualties occurred on 'asphalt' roads (92.3% and 93.3% for fatal and personal-injury collisions respectively), while most of the remainder of casualty-producing collisions took place on roads that were constructed of gravel or crushed stone (4.7% for fatal crashes and 3.2% for injury producing collisions).



Fatal And Personal Injury Traffic Collisions By Weather Condition - 1993

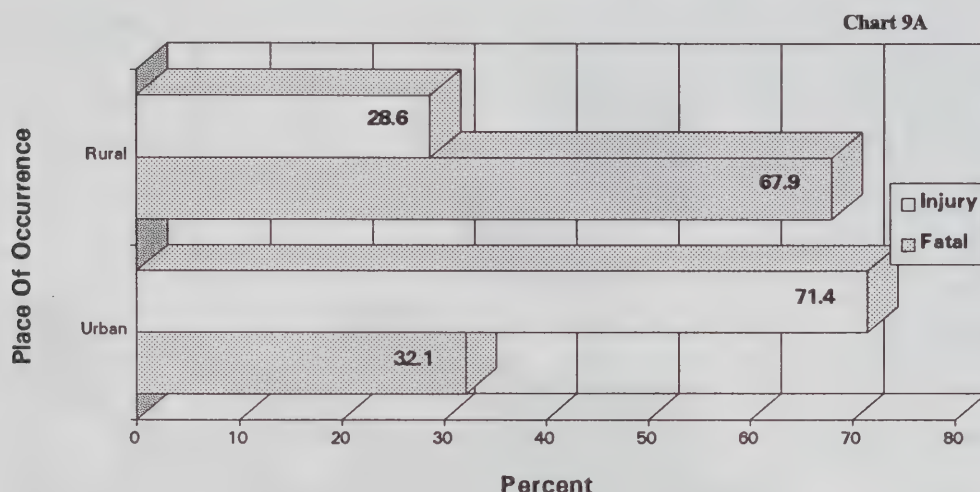
Chart 8A demonstrates that approximately four of five traffic collisions which resulted in casualties occurred in “clear (sunny or cloudy)” weather conditions (79.5% for fatal crashes and 79.7% for personal-injury collisions).



This chart also illustrates that collisions which resulted in injuries took place somewhat more frequently in “rainy” weather conditions (12.4%) than was the case for fatal crashes (6.9%), while crashes which happened in conditions described as “snow/freezing rain/sleet/hail” occurred at about the same rate for both fatal and personal-injury collisions (9.9% and 9.1% respectively).

Fatal And Personal Injury Traffic Collisions By Place Of Occurrence - 1993

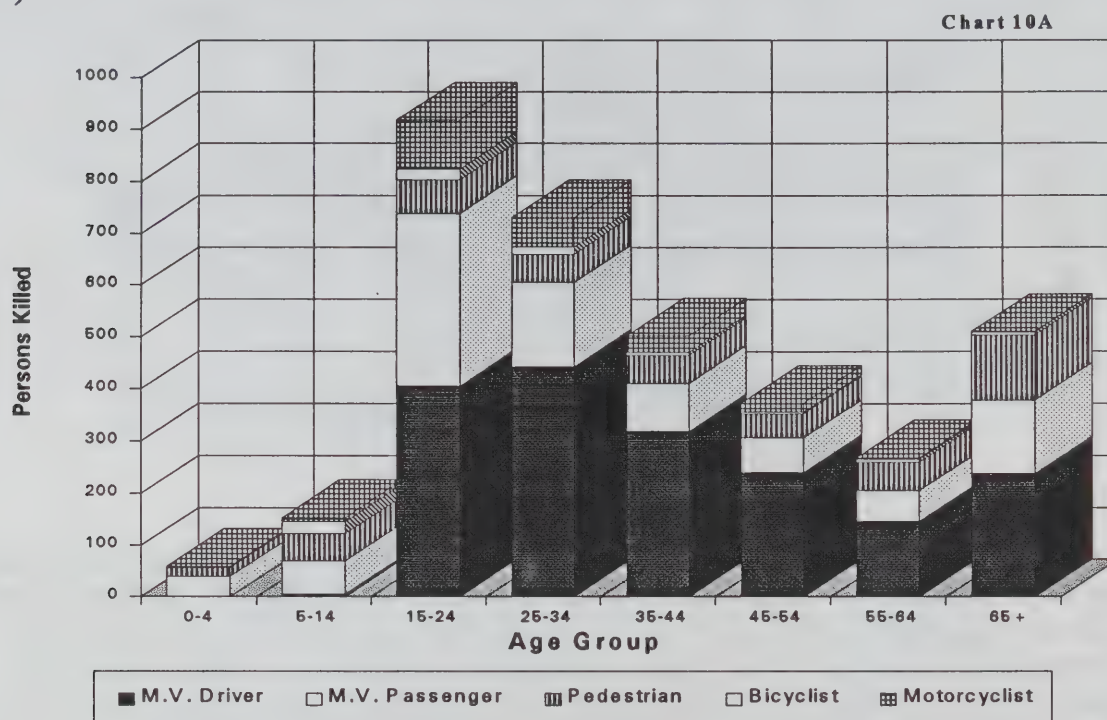
Chart 9A below demonstrates that more than two-thirds of traffic collisions that resulted in fatalities occurred in rural areas or on highways where the posted speed limit exceeded 60 km/hr (67.9%), while more than seventy percent (71.4%) of injury-producing collisions took place in urban areas, on roads where the posted speed limit was 60 km/hr or less.



The almost complete reversal of distribution of fatal and personal-injury crashes in urban and rural areas is likely the result of vehicle speeds at impact and of vehicle kilometres traveled. Posted vehicle speed limits on the majority of Canada's rural roads vary from 80 to 100 km/hr and collisions which take place at these higher vehicle speeds are likely to be more severe, which explains why two of three fatal crashes happened on these roads. Since approximately 60% of vehicle travel takes place in urban areas, on roads where the posted speed limits vary from 25 to 60 km/hr, it is not surprising that approximately seven of ten injury-producing crashes occurred on these roads.

Persons Killed By Road User Class And Age Groups - 1993

Chart 10A below illustrates that among persons killed in traffic collisions in 1993 whose road-user class was known, the majority were motor vehicle drivers (51.2%), and that slightly more than one in four was a motor vehicle passenger (27.1%). Pedestrians comprised the next largest group of road users killed (13.4%), followed by motorcyclists (6.0%) and bicyclists (2.3%).



It can be seen that among fatally-injured victims whose age was known, road users aged between fifteen and twenty-four years were killed most often (26.1%), followed by those in the 25-34 year-old age category (20.8%) and those aged 65 years or older (14.5%).

Motor vehicle passengers accounted for more than half of all fatally-injured road users who were four years of age or younger (66.1%), while pedestrians comprised most of the remainder of those killed in this age group (28.8%).

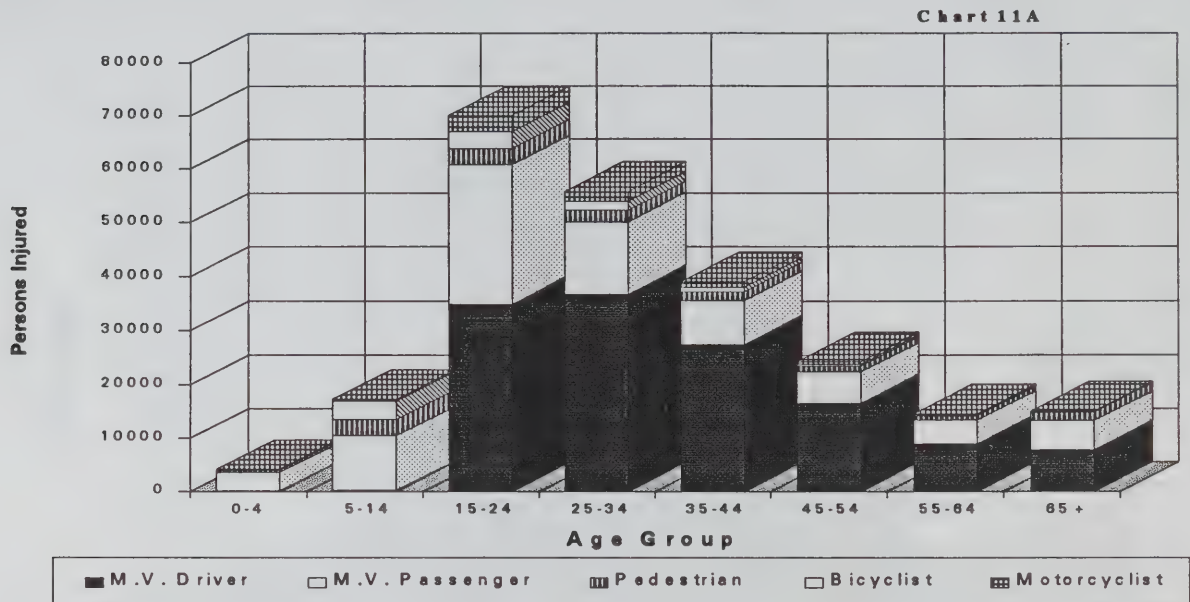
Among road users in the 5-14 year-old age category, passengers and pedestrians were also the two road-user classes that were most often killed (41.8% and 34.6% respectively). More than one in six fatally injured 5-14 year olds was a bicyclist (15%).

Motor vehicle drivers, followed by motor vehicle passengers were the two classes of road users most often killed among persons aged 15 to 64 years old. Among all age categories of road-user fatalities from 25-64 years old, driver fatalities outnumbered passenger deaths by more than two to one. However, among 15-24 year-old victims who were fatally injured, driver fatalities outnumbered passenger fatalities by slightly more than 20%. In fact, close to one third of all fatally-injured passengers were in the 15-24 year-old age category (34.8%).

Among persons aged 65 years or older who were killed in traffic collisions, motor vehicle drivers were also the class of road user that was most often killed (46.6%), with passengers and pedestrians as the next-most-often fatally-injured classes of road users (27.4% versus 24.5%).

Persons Injured By Road User Class And Age Groups - 1993

Chart 11A illustrates that more than four of five road users injured in traffic collisions whose road-user class was known, were motor vehicle occupants (87.2%). The remaining injured road users were distributed as follows: pedestrians, 5.9%; bicyclists, 4.1% and motorcyclists, 2.9%.



This chart shows that the three age categories of road users that were injured most frequently in traffic crashes were those in the 15-24 age group (29.1%), followed by those in the 25-34 year-old age category (23.2%) and those between the ages of 35 and 44 years old (16.3%).

It can be seen that the main difference between the percentage distributions of fatally and non-fatally-injured road users according to age groups is found among victims who were 65 years of age or older. Chart 10A shows that this age group of fatally-injured road users comprised nearly fifteen percent of total road users killed, while this chart demonstrates that approximately six percent of road users in this age category were injured (6.3%). The substantial difference in the distribution of this age group of road users who were killed versus those who were injured suggests that when older road users are involved in serious traffic collisions, they have a much higher likelihood of being killed.

The chart shows that motor-vehicle passengers made up the large majority of road users aged four years or younger who were injured in traffic crashes (83.7%), while pedestrians followed by cyclists were the two next most-often injured road-user classes among this age group, at 11.7% and 2.4% respectively.

Motor vehicle passengers accounted for more than half of all injured road users in the 5-14 year-old age category (59.2%), followed by cyclists (19.8%) and pedestrians (17.9%).

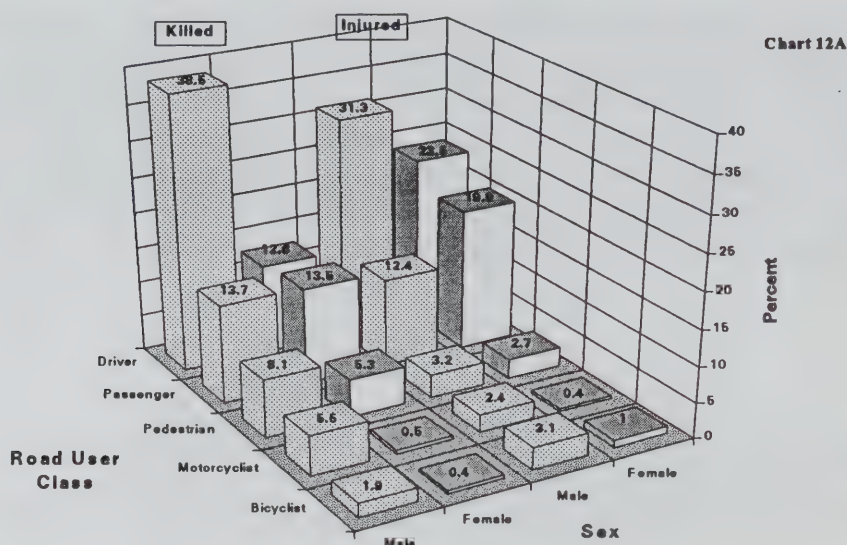
Among all injured road users who were fifteen years of age or older, motor-vehicle drivers, followed by passengers, were the two most-often injured classes of road users. The distribution of drivers injured as a proportion of total road users injured was highest among road

users in the 35-44 year-old age category (70.4%) and lowest among those in the 15-24 year-old age category (49.9%). The distribution of passengers injured to total road users injured ranged from respective highs of 35.6% and 36.8% for road users aged 65 years or older and those in the 15-24 year-old age category, to a low of 20.6% for passengers in the 35-44 year-old age category.

This chart also illustrates that almost half of all injured motorcyclists were in the 15-24 year-old age category (45.1%), and that the largest concentrations of bicyclists and pedestrians injured occurred among road users aged between 5 and 14 years (34.8 and 22% respectively), and those in the 15-24 year-old age category (31.1% and 22.1% respectively). This chart also shows that approximately one-third of injured passengers were between the ages of 15 and 24 (33.8%), while almost thirty percent of injured drivers (27.6%) were in the 25-34 year-old age group, followed closely by those in the 15-24 year-old age category (26.3%).

Persons Killed Or Injured By Road User Class And Sex - 1993

Chart 12A illustrates the percentage distributions of persons killed or injured according to road-user class and sex as a proportion of all road users killed or injured.



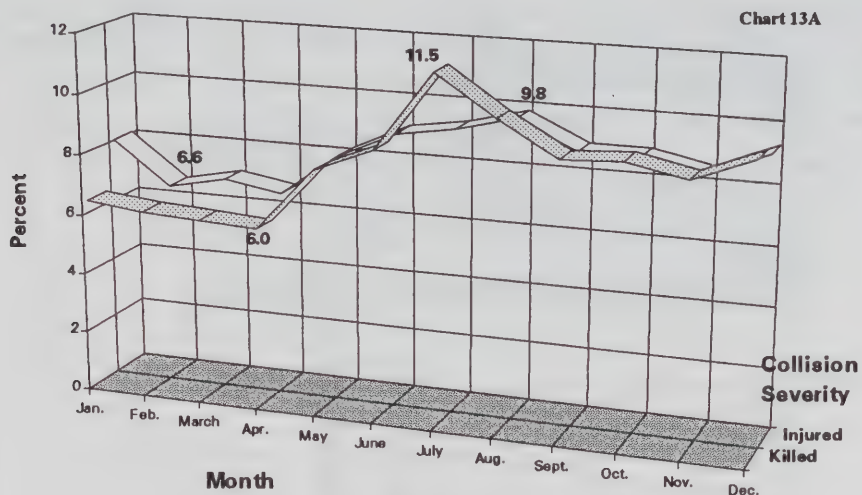
This chart shows that among all classes of road users except passengers, more males were killed than females. The disparity was most evident among fatally-injured motorcyclists, where more than ten times as many males were killed than females, and among motor-vehicle drivers where three times more males were killed than females. Motor vehicle passengers were the only class of fatally-injured road user where almost no disparity existed between the distribution of male and female fatalities. Overall, more than twice as many males were killed in traffic crashes than females (67.7% versus 32.3%).

This chart also shows that among all classes of road users, with the exception of passengers, males were injured more frequently than females. However, it also demonstrates that the differences in the ratios of males to females injured were much less substantial among drivers, pedestrians and motorcyclists than was the case for these classes of road users who were killed. Female passengers were injured in crashes more than one-and-one-half times more often than males. Overall, among all classes of road users, males were injured slightly more frequently than females (52.2% versus 47.5%).

Although the information is not obvious from this chart, it is worth noting that more than half of all males who were killed in traffic collisions were motor vehicle drivers (56.9%), while roughly twenty percent (20.2%) were passengers, and among fatally injured females, passengers were the most often killed road-user class (41.7%), followed closely by drivers (38.9%). Among injured males, drivers accounted for almost sixty percent of those injured (59.7%), and passengers comprise almost twenty-four percent (23.6), while among injured females, motor-vehicle occupants represented more than ninety percent of those injured in traffic collisions (49.3% for drivers and 41.9% for passengers).

Persons Killed Or Injured By Month Of Occurrence - 1993

Chart 13A, which illustrates persons killed and injured according to month of occurrence, looks similar to Chart 1A of this report, which demonstrates the monthly distributions of fatal and personal-injury collisions.

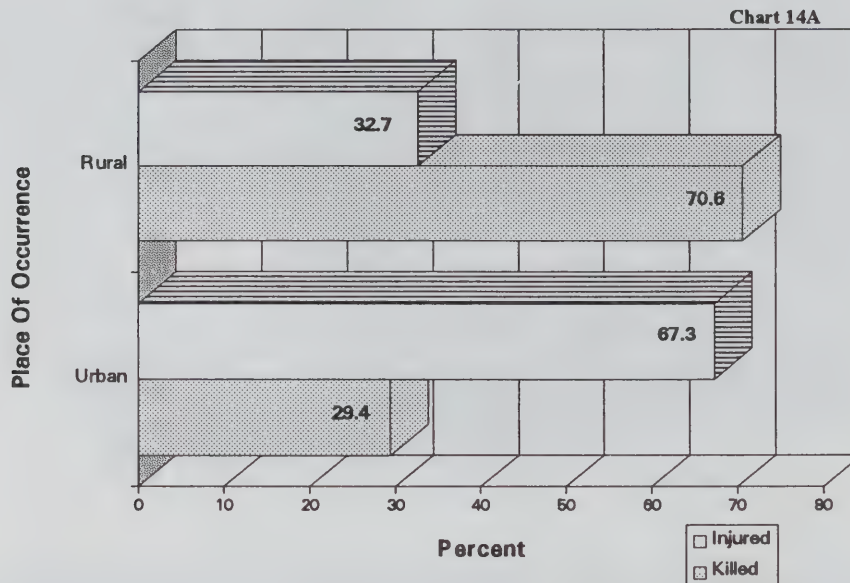


This chart demonstrates that monthly fatalities occurred at a rate of greater than eight percent during the months of May to December inclusively. January to April was the period during which the fewest monthly road-user fatalities took place. Road user fatalities peaked during the month of July, when 11.5% were killed, and were at their lowest during April, when six percent died.

It can be seen that the monthly distribution of road users injured followed a fairly similar although slightly less extreme pattern than fatalities. Road-user injuries occurred most often and at a relatively constant rate during the months from June to December. February to April was the period when the fewest road users were injured. Road users were injured in traffic collisions most often during the month of August (9.8%) and least often during February (6.6%).

Persons Killed Or Injured By Place Of Occurrence - 1993

Chart 14A, which illustrates the percentage distributions of persons killed and injured according to place of occurrence, looks very similar to Chart 9A of this report, which shows the distributions of fatal and personal-injury traffic collisions according to place of occurrence.

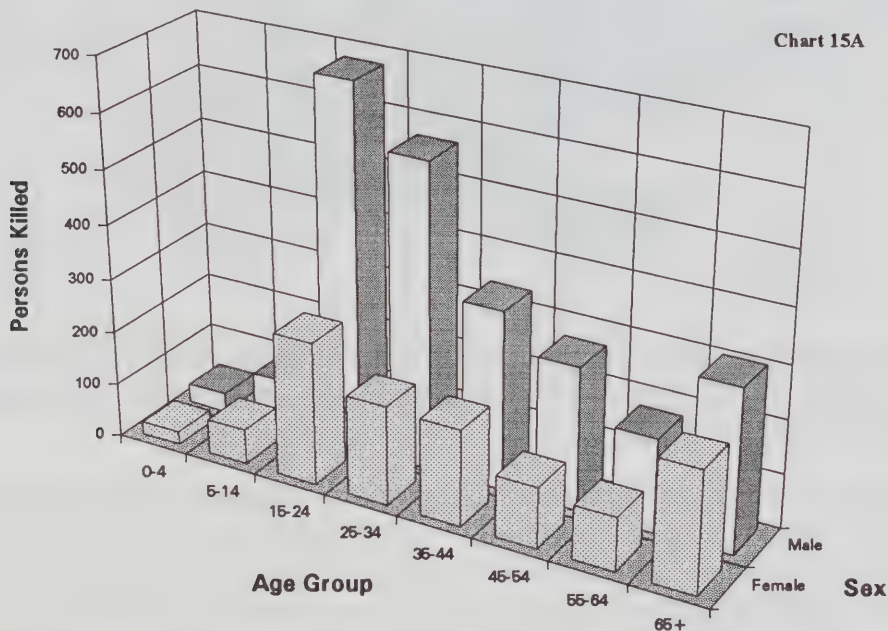


This chart demonstrates that more than two-thirds of road-user deaths occurred in rural areas (70.6%), while the remaining 29.4% died in crashes that occurred in urban areas. The most obvious reason why traffic fatalities which occurred in rural areas outnumbered those that took place in urban areas by a margin of two to one was that crashes which happened in rural areas occurred at much higher speeds (posted speed limits are 80 km/hr or higher) than those which occurred in urban areas (posted speed limits are 60 km/hr or less), thereby increasing the likelihood of fatal injuries occurring to those persons involved.

It can be seen that the distribution of road users injured was completely opposite to the distribution of persons killed. Two-thirds of road users were injured in collisions that took place in urban areas (67.3%), while the remaining third suffered their injuries in rural areas (32.7%). Since the majority of motor-vehicle travel occurs in urban areas, it is not surprising that the majority of road users were also injured in traffic collisions that took place in urban areas.

Persons Killed Or Injured By Age Groups And Sex - 1993

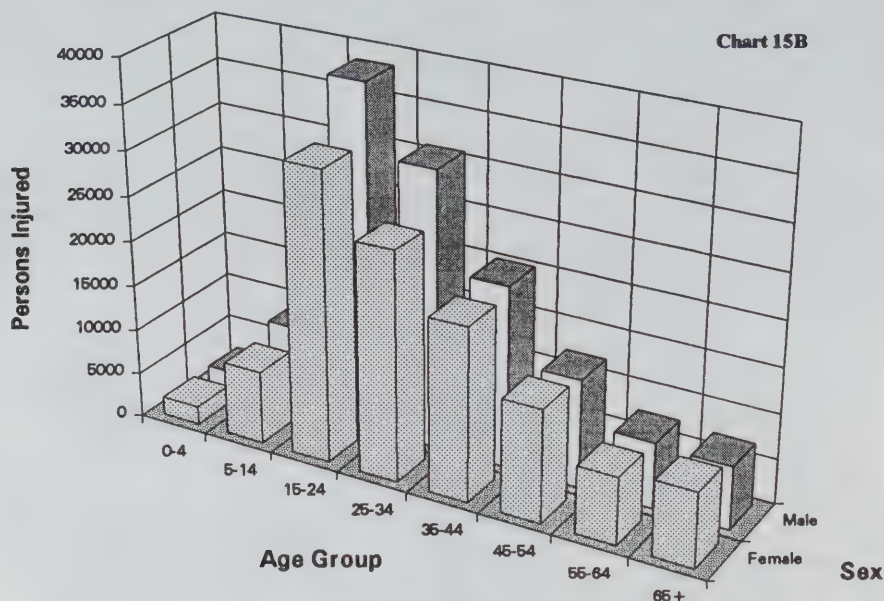
Chart 15A, below, demonstrates that male fatalities outnumbered female fatalities among all age groups of road users. Collectively, males accounted for 67.9% of total road-user fatalities, while females comprised 32.1%. When examining the distribution of fatalities according to age groups and sex, the largest disparities were found among road users aged 25-34, where 3.1 times as many males died in traffic collisions than did females, and among road users aged 15-24 where 2.6 times as many males died than did females. For all other age categories of road users, with the exception of those aged 65 years or older, male fatalities outnumbered female fatalities by approximately two to one. Among victims aged 65 years or older, males outnumbered females by slightly more than a third (34.2%).



This chart also shows that among male road users, those in the 15-24, 25-34 and 35-44 year-old age groups (at 27.7%, 23.1% and 13.6% respectively) incurred the largest number of fatalities, while among females, the three age groups that were most frequently killed in traffic collisions were those who were 15-24 years old, 65 years or older and 25-34 years old (at 22.9%, 19.5% and 15.9% respectively).

Chart 15B, on the following page, which illustrates the distributions of persons injured according to age groups and sex, is substantially different from Chart 15A. It shows that among all victims aged 44 years or younger, the ratios of males to females injured were much more evenly distributed than was the case for these age groups of road users who were killed. The largest disparities that existed in the ratio of males to females injured were found among injured road users who were in the 15-24 and 25-34 year-old age categories, where males were injured approximately 20% more frequently than females. Among all injured road users aged 45 years or older, females outnumbered males by slight margins.

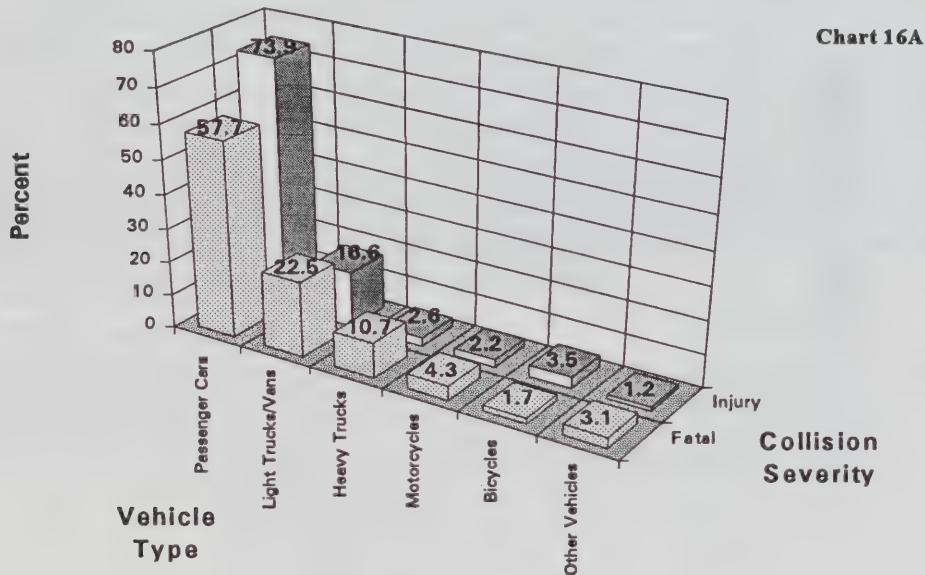
This chart also differed from the chart above in that there was consistency among both males and females in the distribution of the three most-frequently injured age groups of road users.



Males aged between 15-24 years old, 25-34 years of age and 35-44 years old accounted for 30.3%, 24.3% and 15.8% respectively of all males injured, while females in the same age categories accounted for 27.9%, 22% and 16.7% of all injured females.

Vehicles Involved In Fatal And Personal Injury Collisions By Vehicle Type - 1993

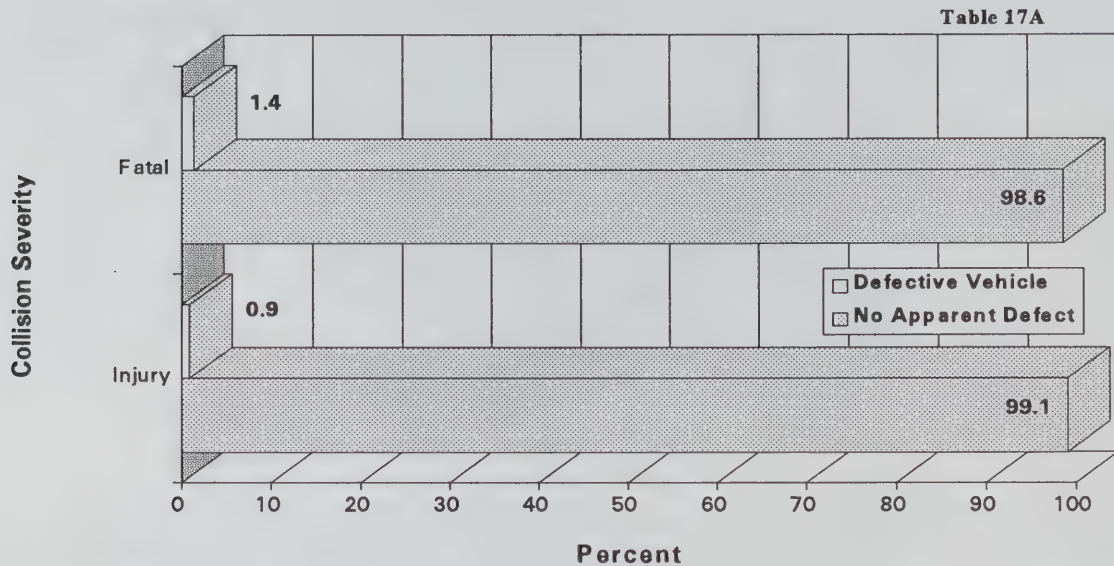
Chart 16A shows that passenger cars and light trucks/vans were involved in roughly eighty percent (80.2%) of fatal crashes and approximately ninety percent of personal-injury collisions (90.5%). Aside from these similarities, the chart demonstrates that the distribution of vehicles involved in fatal and personal-injury collisions were substantially different.



It can be seen that passenger cars were involved in considerably more personal-injury collisions (73.9%) than fatal crashes (57.7%). Conversely, a somewhat higher percentage of light trucks/vans were involved in collisions resulting in fatalities (22.5%) than in those resulting in injuries (16.6%). Heavy trucks/tractor-trailers were involved in fatal collisions almost four times more often than in personal-injury collisions (10.7% versus 2.6%). Motorcycles, which accounted for 4.3% of vehicles involved in fatal collisions were involved in only 2.2% of injury-producing crashes. And bicycles were involved in only 1.7% of fatal crashes compared with 3.5% of those involved in personal-injury crashes.

Vehicles Involved In Fatal And Personal Injury Traffic Collisions By Vehicle Condition - 1993

Chart 17A demonstrates that almost ninety-nine percent of all vehicles involved in fatal crashes had no apparent defect at the time of collision. A similar proportion of all vehicles involved in personal-injury crashes also had no apparent defect at the time of collision.



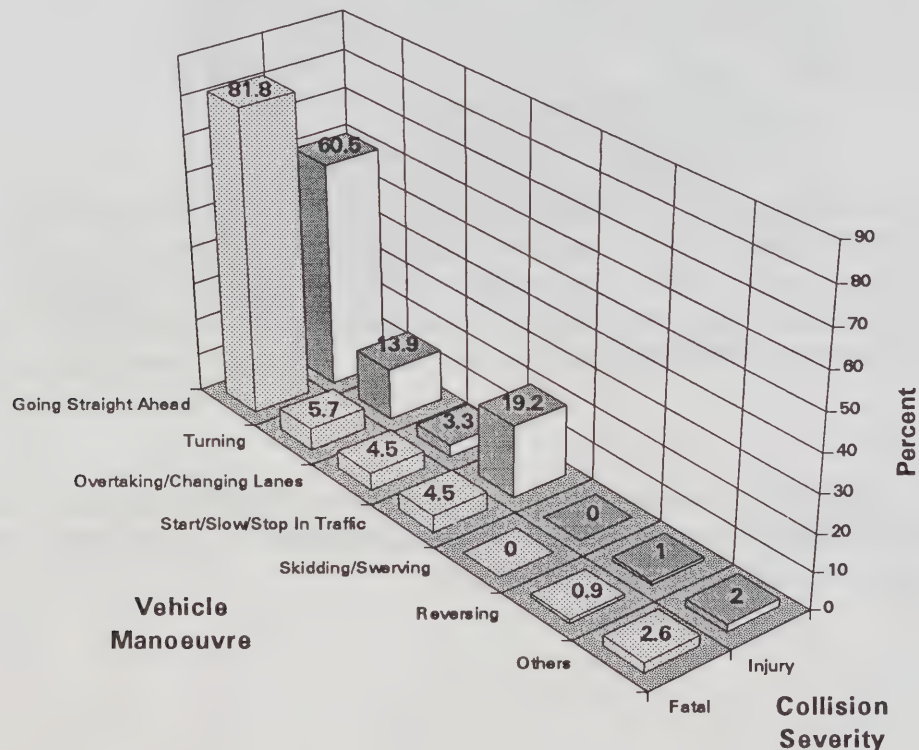
The most frequently reported problems of vehicles involved in fatal crashes were “defective tires”, “brakes” and “lights” (0.5%, 0.5% and 0.2% respectively), while among vehicles involved in personal-injury collisions, the most often reported defects were “brakes” and “tires” (0.3% and 0.2% respectively).

Vehicles Involved In Fatal And Personal Injury Traffic Collisions By Vehicle Manoeuvre - 1993

Chart 18A demonstrates that the manoeuvres of vehicles prior to being involved in fatal and injury-producing crashes were substantially different. More than eighty percent of vehicles involved in fatal crashes were “going straight ahead” (81.8%) compared to the slightly more than sixty percent of vehicles that were involved in injury-producing collisions (60.5%). This difference can be at least partially explained by the large number of fatal head-on collisions that takes place, in which the involved vehicles were “going straight ahead”.

It can be seen that a dramatically larger distribution of vehicles involved in injury-producing collisions were “slowing/stopped in traffic” (19.2%) or “turning” (13.9%) than was the case for vehicles involved in fatal crashes (4.5% and 5.7% respectively). Both of these vehicle manoeuvres take place at slower vehicle speeds, and it is therefore not surprising that collisions which took place after vehicles conducted these manoeuvres more often resulted in personal injuries to vehicle occupants rather than fatalities.

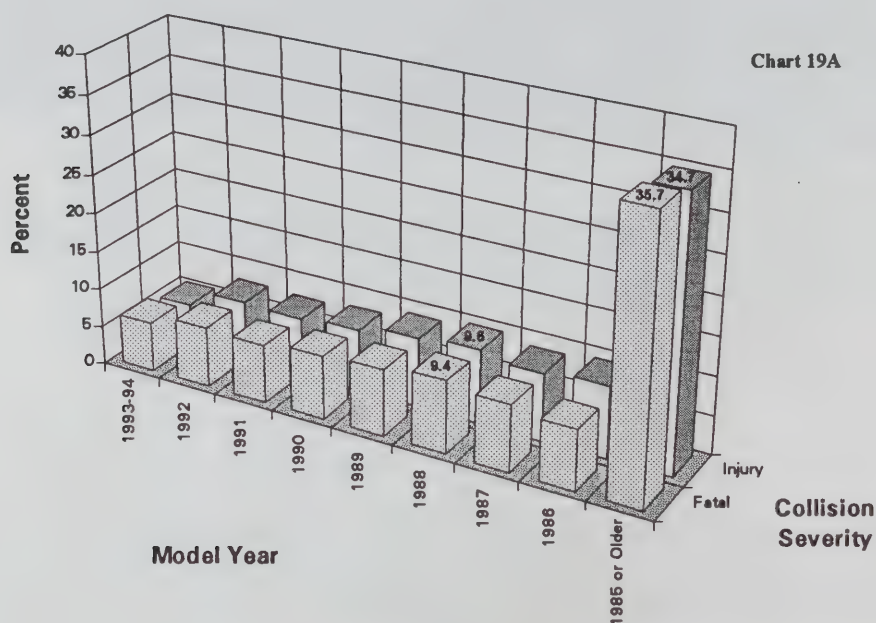
Chart 18A



“Overtaking/changing lanes” was the only other vehicle manoeuvre, prior to collision involvement, worth noting. A very similar distribution of vehicles involved in both fatal and personal-injury collisions were ‘overtaking/changing lanes’ at the time of collision (4.5% of vehicles involved in fatal crashes and 3.3% of vehicles involved in injury-producing collisions).

Vehicles Involved In Fatal And Personal Injury Collisions By Vehicle Year - 1993

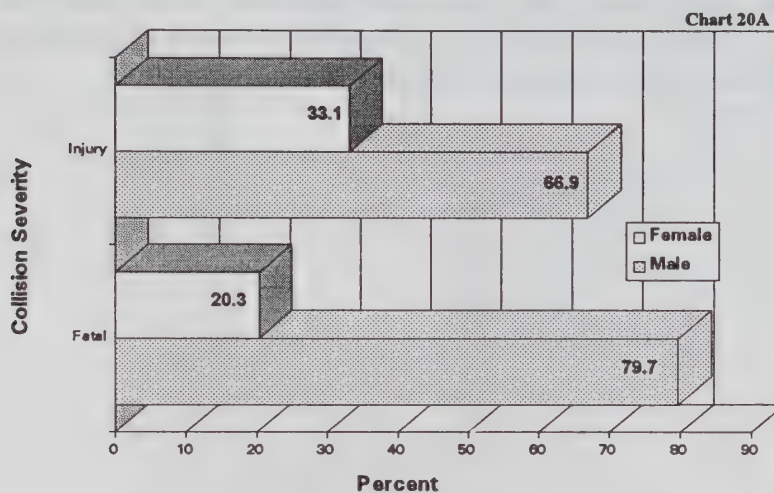
Chart 19A demonstrates that the distributions of vehicles involved in fatal and personal-injury collisions according to model year were remarkably similar. It can be seen that 1987 to 1990 model year vehicles were involved in slightly higher percentage distributions of fatal collisions than other model years, while 1986 to 1989 model year vehicles were involved in slightly higher percentage distributions of personal-injury collisions than other model years of vehicles. The chart shows that 1988 model year vehicles were involved in slightly more fatal and personal-injury crashes than any other model year of vehicle (9.4% and 9.6% respectively).



This chart also shows that approximately one-third of vehicles involved in fatal crashes (35.7%) and a similar proportion (34.7%) of vehicles involved in personal-injury collisions were eight or more years old (model year 1985 or older).

Drivers Involved In Fatal And Injury Collisions By Driver Sex - 1993

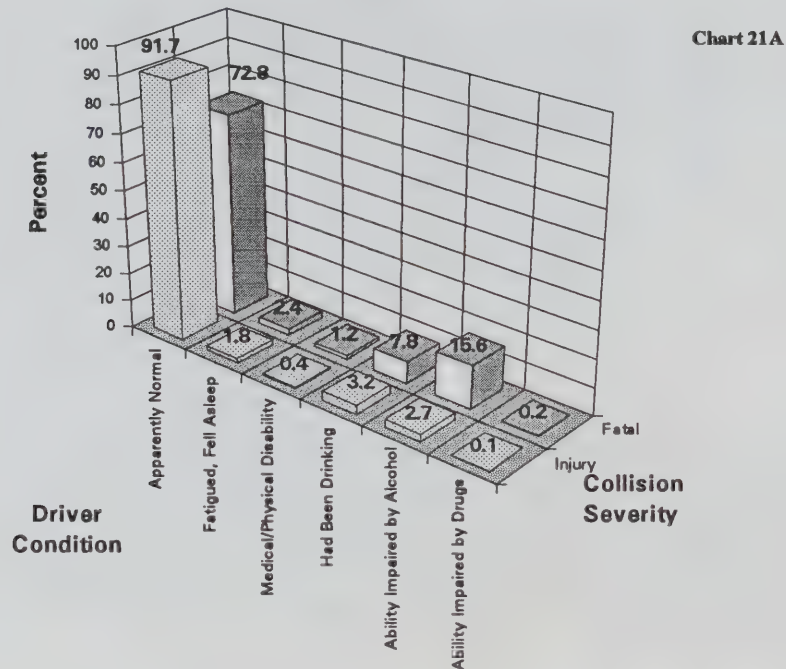
Chart 20A demonstrates that male drivers were involved in fatal crashes almost four times more frequently than females, and in injury-producing collisions slightly more than twice as often as females.



The two most obvious explanations for the substantially higher collision involvement figures among male drivers when compared with female drivers are the distributions of licensed drivers, as well as the distributions of total annual vehicle kilometres traveled. Males account for approximately 55% of licensed drivers and also travel considerably more vehicle kilometres each year than do females, thereby increasing their exposure on the road, and the likelihood of being involved in a traffic collision.

Drivers Involved In Fatal And Personal Injury Collisions By Driver Condition 1993

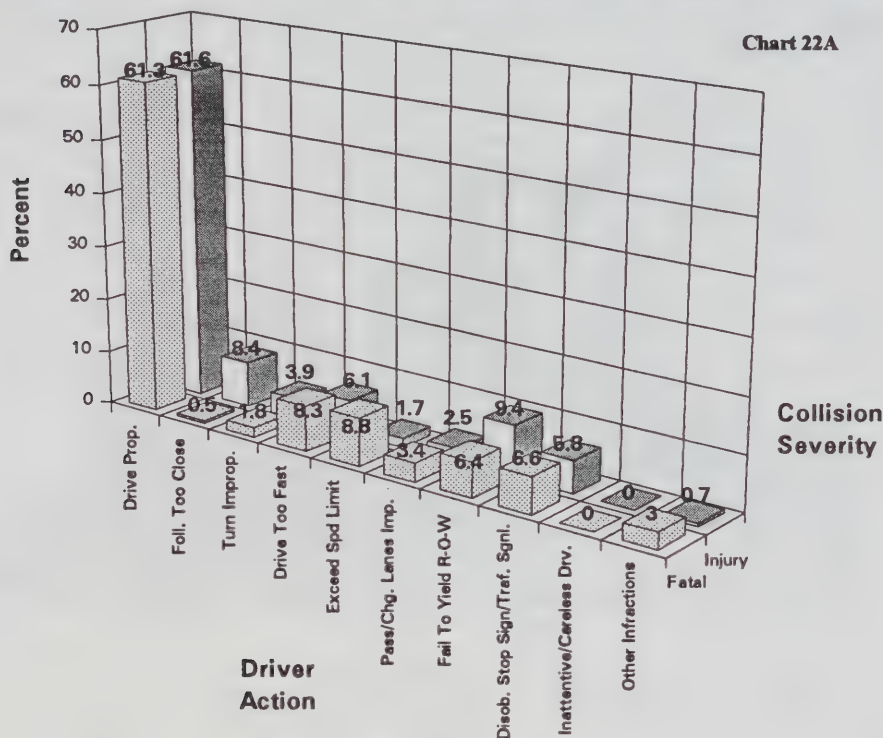
Chart 21A below demonstrates that roughly three of four drivers involved in fatal crashes and more than nine of ten drivers involved in personal-injury collisions were “apparently normal” at the time of collision occurrence. Among the remaining drivers involved in fatal traffic collisions, close to twenty-five percent were reported to have consumed alcohol. Over fifteen percent (15.6%) had their driving “ability impaired by alcohol”, while more than seven percent “had been drinking” (7.8%). After alcohol consumption, the most often reported driver condition among those involved in fatal crashes was “fatigued/fell asleep” (1.8%).



Alcohol consumption was also the most frequently reported driver condition after “apparently normal” among those involved in injury-producing collisions, although the figures were much lower than those reported among drivers involved in fatal crashes. Slightly less than three percent (2.7%) of involved drivers reportedly had their driving “ability impaired by alcohol”, while fewer than four percent (3.2%) “had been drinking” prior to collision occurrence.

Drivers Involved In Fatal And Personal Injury Collisions By Driver Action - 1993

Chart 22A demonstrates that 61.3% of drivers involved in fatal crashes a similar proportion of drivers involved in injury-producing collisions (61.6%) were “driving properly” when collisions took place.

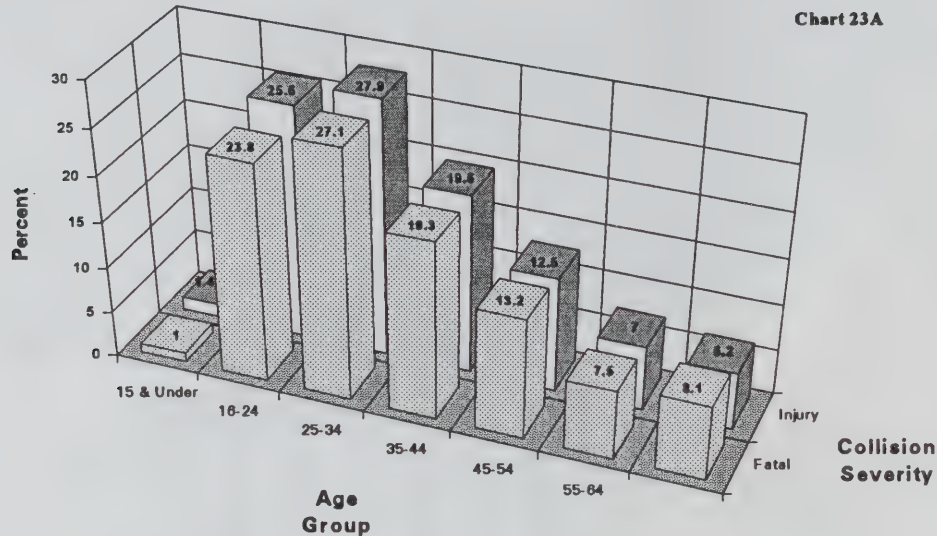


The most commonly reported infractions committed by drivers who were not “driving properly” when fatal collisions occurred were “exceeding the speed limit” (8.8%), followed closely by “driving too fast for conditions” (8.3%) and “disobeying a stop sign or other traffic signal” (6.6%).

Among drivers involved in personal-injury collisions who were not “driving properly” at the time of collision occurrence, the most often reported driving infractions were “failing to yield the right-of-way” (9.4%), “following too closely” (8.4%) and “driving too fast for conditions” (6.1%).

Drivers Involved In Fatal And Personal Injury Collisions By Driver Age Groups - 1993

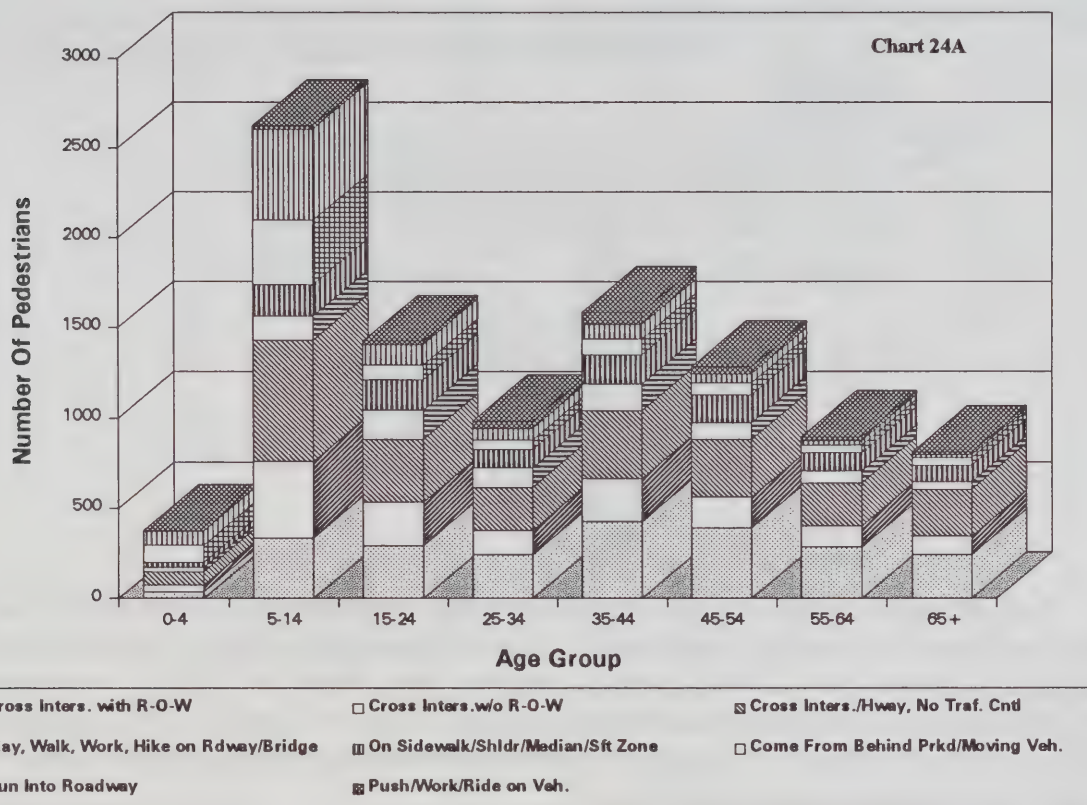
Chart 23A illustrates that the distributions of drivers involved in fatal and personal-injury crashes according to age groups were almost identical. It can be seen that drivers who were in the 25-34 year-old age category were most often involved in fatal and personal-injury crashes (27.1% and 27.9% respectively), followed closely by drivers between the ages of 16 and 24 years (23.8% and 25.6% respectively), and those in the 35-44 year-old age group (19.3% and 19.6% respectively).



The only exception to the similarities in collision involvement distributions among drivers was found among those aged 65 years or older. Drivers in this age group were involved in fatal crashes almost one and one half times more frequently than in injury-producing collisions (8.1% versus 6.2%).

Pedestrians Killed Or Injured By Age Groups And Pedestrian Action - 1993

Chart 24A demonstrates that pedestrians who were in the 5-14 year-old age category were killed or injured most often in reportable traffic collisions (26.3%), followed by those in the 35-44 year-old age group (15.8%), those aged between 15 and 24 years old (14.3%) and those in the 45-54 year-old age group (12.8%).

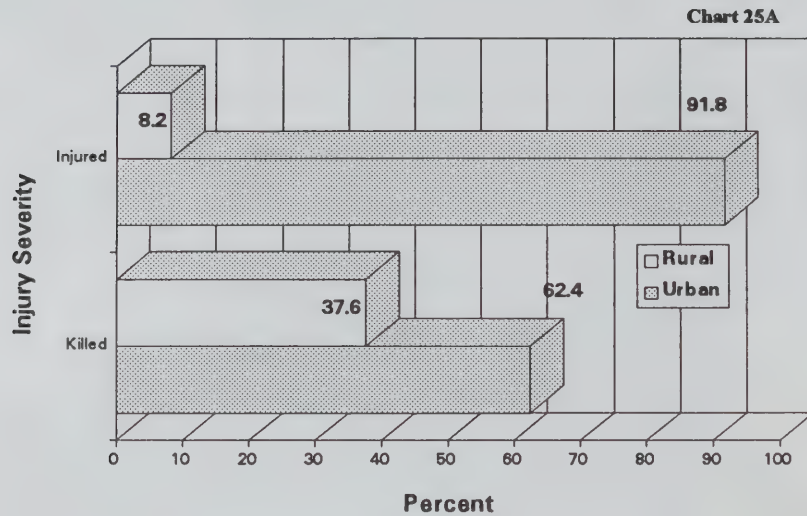


Among all pedestrian casualties aged fifteen years or older, the two most often reported pedestrian actions prior to being struck by a vehicle were “crossing an intersection/highway with no traffic control” and “crossing an intersection with the right of way”. “Crossing an intersection/highway with no traffic control” was cited most often among pedestrian casualties who were 65 years of age or older (31.7%) and least frequently among 35-44 year-old victims (23.7%). “Crossing an intersection with the right of way” was reported most often among 55-64 year-old pedestrian casualties and least often among 15-24 year-old victims.

The most often cited actions of younger pedestrians prior to being struck by vehicles were considerably different from those reported among older pedestrian casualties. Among pedestrian casualties who were four years of age or younger, the most frequently reported actions prior to being struck by motor vehicles were “coming from behind a parked/ moving vehicle”, followed closely by “running into roadway” and “crossing an intersection/highway with no traffic control” (24.7%, 21.2% and 19.4% respectively). Among 5-14 year-old pedestrian casualties, “crossing an intersection/highway with no traffic control”, “running into a roadway” and “crossing an intersection with the right of way” were the most often reported actions prior to being struck by motor vehicles (25.5%, 19.4% and 16.1% respectively).

Pedestrians Killed Or Injured By Place Of Occurrence - 1993

Chart 25A demonstrates that approximately two-thirds of fatally-injured pedestrians and more than ninety percent of those who suffered non-fatal injuries were struck by motor vehicles in urban areas.

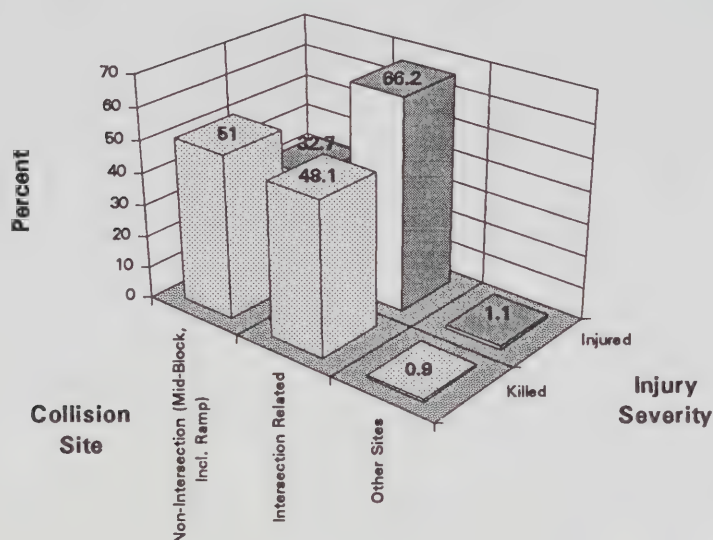


It is not surprising that the overwhelming majority of pedestrians who suffered non-fatal injuries were struck by vehicles in urban areas, since most pedestrian activity takes place there. However, the relatively large distribution of pedestrians being struck and killed by vehicles in rural areas, on roads where the posted speed limits range from 80 to 100 km/hr (37.6%), suggests that there is a much higher likelihood of pedestrians being killed while walking along or across rural roadways than along or across urban roads.

Pedestrians Killed Or Injured By Collision Site - 1993

Chart 26A shows that more than half of fatally-injured pedestrians were struck by vehicles at “non-intersection (mid-block)” locations (51%), while most of the remainder (48.1%) were struck at “intersections”. The remaining 0.9% of fatally-injured pedestrians were struck at “bridge/overpass/viaduct/tunnel/underpass” locations. It can be seen that among non-fatally injured pedestrians, slightly more than two-thirds were struck at “intersections” (66.2%), approximately one-third were injured at “non-intersection” locations (32.7%) and the remaining 1.1% at “bridge/overpass/viaduct/tunnel/underpass” locations”.

Chart 26A



APPENDIX A

Table A1

Fatal and Personal Injury Traffic Collisions by Month of Occurrence - 1993

	Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	N.S.	Total
Canada														
Fatal	203	194	190	191	243	276	342	318	290	298	272	295	0	3112
Injury	13443	11163	11677	11469	13758	15358	15434	15909	15056	14878	14285	15532	4	167966
Nfld.														
Fatal	4	3	0	3	2	2	2	4	2	5	5	8	0	40
Injury	197	177	173	128	163	161	198	180	172	225	206	202	0	2182
P.E.I.														
Fatal	3	1	0	3	1	2	2	1	3	4	0	0	0	20
Injury	40	35	33	37	41	56	56	66	54	40	44	59	0	561
N.S.														
Fatal	4	5	5	5	5	6	12	13	6	14	3	10	0	88
Injury	369	324	319	290	353	370	430	445	407	444	419	427	0	4597
N.B.														
Fatal	7	7	6	8	8	12	13	12	7	7	11	17	0	115
Injury	256	305	249	259	247	362	379	354	346	343	337	374	0	3811
Que.														
Fatal	54	57	51	44	64	94	106	83	70	71	68	76	0	838
Injury	2635	2546	2287	2228	3056	3507	3574	3682	3164	2960	2837	3126	0	35602
Ont.														
Fatal	65	68	62	65	84	68	106	103	90	101	89	86	0	987
Injury	4874	4380	4037	4030	4794	5354	5244	5452	5279	5200	4956	5332	0	58932
Man.														
Fatal	6	7	6	4	12	5	14	8	7	16	7	14	0	106
Injury	1279	608	1011	633	695	906	891	874	967	988	845	1209	0	10906
Sask.														
Fatal	6	3	11	13	13	12	15	13	10	13	12	13	0	134
Injury	390	295	357	339	492	550	521	531	504	511	453	494	0	5437
Alta.														
Fatal	22	18	22	13	23	24	30	32	37	39	37	33	0	330
Injury	950	791	851	843	1077	1210	1217	1245	1282	1200	1201	1262	4	13133
B.C.														
Fatal	31	23	26	32	31	48	41	48	58	27	39	38	0	442
Injury	2422	1679	2328	2661	2804	2837	2870	3037	2843	2935	2955	3022	0	32393
Yuk.														
Fatal	1	1	1	0	0	3	0	1	0	1	0	0	0	8
Injury	17	6	12	8	23	26	23	25	22	19	22	14	0	217
N.W.T.														
Fatal	0	1	0	1	0	0	1	0	0	0	1	0	0	4
Injury	14	17	20	13	13	19	31	18	16	13	10	11	0	195

N.S. = not specified.

Table A2

Fatal and Personal Injury Traffic Collisions by Day of Occurrence - 1993

	Sun.	Mon.	Tues.	Wed.	Thurs.	Fri.	Sat.	N.S.	Total
Canada									
Fatal	477	348	366	332	419	572	596	2	3112
Injury	20062	22120	22928	23155	24834	29359	25204	304	167966
Nfld.									
Fatal	10	5	4	3	5	7	6	0	40
Injury	218	290	325	307	344	417	281	0	2182
P.E.I.									
Fatal	2	0	0	3	4	1	10	0	20
Injury	107	83	55	64	70	79	103	0	561
N.S.									
Fatal	10	8	5	15	15	15	20	0	88
Injury	538	583	601	656	674	867	678	0	4597
N.B.									
Fatal	18	18	13	7	15	24	20	0	115
Injury	527	511	432	476	553	688	624	0	3811
Que.									
Fatal	134	100	104	89	106	157	148	0	838
Injury	4632	4600	4828	4773	5406	6258	5105	0	35602
Ont.									
Fatal	145	107	129	103	138	181	184	0	987
Injury	7041	7689	8011	7966	8716	10414	9095	0	58932
Man.									
Fatal	13	14	13	9	18	16	21	2	106
Injury	1033	1365	1680	1654	1604	1854	1427	289	10906
Sask.									
Fatal	23	10	19	12	16	28	26	0	134
Injury	594	766	721	750	783	917	906	0	5437
Alta.									
Fatal	48	40	31	41	46	60	64	0	330
Injury	1444	1697	1764	1880	1885	2364	2084	15	13133
B.C.									
Fatal	72	46	48	49	55	81	91	0	442
Injury	3856	4489	4461	4574	4745	5448	4820	0	32393
Yuk.									
Fatal	2	0	0	1	1	1	3	0	8
Injury	42	26	24	32	26	26	41	0	217
N.W.T.									
Fatal	0	0	0	0	0	1	3	0	4
Injury	30	21	26	23	28	27	40	0	195

N.S. = not specified.

Table A3

Fatal and Personal Injury Traffic Collisions by Hour of Occurrence - 1993

	Canada		Nfld.		P.E.I.		N.S.		N.B.		Que.		Ont.	
	Fatal	Injury	Fatal	Injury	Fatal	Injury	Fatal	Injury	Fatal	Injury	Fatal	Injury	Fatal	Injury
0-1	133	3578	2	33	2	21	6	87	7	107	35	786	37	1215
1-2	143	3592	1	34	1	14	8	87	6	78	29	649	49	1480
2-3	109	3187	0	36	0	11	0	81	7	106	27	577	37	983
3-4	109	2455	1	22	0	15	3	61	1	60	50	862	21	614
4-5	64	1364	1	12	0	6	1	32	2	36	21	384	11	394
5-6	49	1283	0	9	0	3	0	35	4	34	13	276	16	450
6-7	75	2649	2	15	0	7	1	61	0	60	22	516	30	1077
7-8	106	5419	1	46	0	12	1	153	5	116	21	1154	43	2000
8-9	114	8153	2	139	1	29	4	197	2	184	25	1613	45	3179
9-10	77	6078	1	59	1	18	0	157	3	103	21	1210	24	2321
10-11	108	6835	3	80	2	25	3	202	2	130	35	1407	30	2541
11-12	115	8676	0	102	0	34	3	224	5	176	26	1779	39	3137
12-13	117	9921	0	127	4	24	0	267	4	269	38	2040	37	3481
13-14	137	10451	2	146	0	36	4	304	6	243	32	2277	43	3477
14-15	145	10783	0	169	0	46	5	315	7	232	40	2303	47	3646
15-16	166	13361	2	201	1	34	3	380	3	282	47	2697	61	4726
16-17	175	14159	1	209	1	36	9	374	7	294	53	3041	55	4888
17-18	198	12819	5	188	1	50	7	286	8	251	47	2620	73	4590
18-19	190	10003	2	114	1	39	9	288	5	237	39	2057	68	3652
19-20	158	8317	7	109	3	23	4	257	8	204	46	1905	43	2966
20-21	150	6792	3	95	0	21	6	188	9	176	37	1540	39	2352
21-22	145	6406	3	92	0	20	4	183	5	175	46	1393	42	2220
22-23	144	5336	1	84	0	14	2	142	6	137	37	1161	40	1731
23-24	145	4668	0	60	2	21	4	122	2	104	41	992	50	1590
N.S.	40	1681	0	1	0	2	1	114	1	17	10	363	7	222
Total	3112	167966	40	2182	20	561	88	4597	115	3811	838	35602	987	58932
	Man.		Sask.		Alta.		B.C.		Yuk.		N.W.T.			
	Fatal	Injury	Fatal	Injury	Fatal	Injury	Fatal	Injury	Fatal	Injury	Fatal	Injury		
0-1	7	167	2	99	12	279	23	762	0	7	0	15		
1-2	6	185	4	118	11	252	28	681	0	6	0	8		
2-3	5	210	4	150	10	283	18	737	1	7	0	6		
3-4	2	97	3	109	8	220	20	387	0	7	0	1		
4-5	1	50	3	60	8	115	15	268	1	1	0	6		
5-6	2	48	1	73	3	106	10	239	0	3	0	7		
6-7	1	145	3	50	10	204	6	507	0	5	0	2		
7-8	1	389	2	161	11	441	20	939	1	3	0	5		
8-9	2	457	7	241	14	587	12	1522	0	5	0	0		
9-10	2	355	3	168	8	456	14	1222	0	4	0	5		
10-11	1	394	7	195	11	499	14	1347	0	8	0	7		
11-12	2	533	8	277	17	659	15	1736	0	11	0	8		
12-13	4	678	6	330	18	747	6	1933	0	14	0	11		
13-14	4	796	7	349	18	753	20	2046	1	15	0	9		
14-15	3	758	6	321	16	811	20	2160	0	15	1	7		
15-16	9	922	7	432	16	1047	14	2617	1	11	2	12		
16-17	6	1092	10	504	14	1053	19	2637	0	16	0	15		
17-18	4	892	5	425	22	1014	26	2480	0	13	0	10		
18-19	11	622	10	269	18	851	27	1853	0	12	0	9		
19-20	5	536	5	262	18	606	19	1421	0	15	0	13		
20-21	6	404	7	214	17	564	24	1222	2	9	0	7		
21-22	7	361	3	211	15	542	20	1197	0	8	0	4		
22-23	3	348	10	192	17	466	27	1049	1	8	0	4		
23-24	7	288	4	175	14	406	21	892	0	13	0	5		
N.S.	5	179	7	52	4	172	4	539	0	1	1	19		
Total	106	10906	134	5437	330	13133	442	32393	8	217	4	195		

N.S. = not specified.

Table A4

Fatal and Personal Injury Traffic Collisions by Light Condition - 1993

	Day	Dawn	Dusk	Dark	Art. Lt.	N.S.	Total
Canada Fatal Injury	1554 112092	86 2460	106 4974	969 24238	367 22780	30 1422	3112 167966
Nfld. Fatal Injury	19 1490	1 10	1 74	19 488	0 118	0 2	40 2182
P.E.I. Fatal Injury	11 367	0 4	2 24	7 160	0 4	0 2	20 561
N.S. Fatal Injury	41 3100	0 33	4 141	38 1211	5 74	0 38	88 4597
N.B. Fatal Injury	52 2460	52 1127	7 117	2 41	2 66	0 0	115 3811
Que. Fatal Injury	419 23188	0 0	34 1394	212 2863	167 7877	6 280	838 35602
Ont. Fatal Injury	509 39881	14 571	37 1537	359 10755	68 6167	0 21	987 58932
Man. Fatal Injury	49 7678	2 150	4 427	40 1497	9 1073	2 81	106 10906
Sask. Fatal Injury	73 3623	1 68	3 124	39 668	15 804	3 150	134 5437
Alta. Fatal Injury	185 8705	0 0	0 0	129 3838	0 0	16 590	330 13133
B.C. Fatal Injury	187 21352	15 485	14 1104	122 2602	101 6597	3 253	442 32393
Yuk. Fatal Injury	6 131	0 4	0 20	2 62	0 0	0 0	8 217
N.W.T. Fatal Injury	3 117	1 8	0 12	0 53	0 0	0 5	4 195

N.S. = not specified.

Table A5

Fatal and Personal Injury Traffic Collisions by Road Surface - 1993

	Dry	Wet	Snow (Loose/Packed)/ Slush/Ice	Loose Sand Gravel/Dirt	Mud (Wet)	Oil (Local Spill or Road Application)	N.S.	Total
Canada Fatal Injury	2020 103556	535 36298	491 24818	23 1175	7 259	2 69	34 1791	3112 167966
Nfld. Fatal Injury	20 1109	12 536	7 485	0 25	0 3	0 1	1 23	40 2182
P.E.I. Fatal Injury	14 326	2 106	4 121	0 4	0 0	0 0	0 4	20 561
N.S. Fatal Injury	61 2768	14 989	13 720	0 33	0 3	0 4	0 80	88 4597
N.B. Fatal Injury	71 2242	21 748	23 780	0 21	0 8	0 3	0 9	115 3811
Que. Fatal Injury	518 20875	144 7831	163 6268	0 0	1 87	2 31	10 510	838 35602
Ont. Fatal Injury	654 37472	188 13402	137 7520	6 364	0 19	0 25	2 130	987 58932
Man. Fatal Injury	73 6188	8 1770	18 2707	3 145	1 13	0 4	3 79	106 10906
Sask. Fatal Injury	85 3185	18 672	24 1221	5 266	2 36	0 1	0 56	134 5437
Alta. Fatal Injury	225 8383	23 1509	59 2379	8 281	2 33	0 0	13 548	330 13133
B.C. Fatal Injury	295 20824	104 8712	37 2455	0 0	1 56	0 0	5 346	442 32393
Yuk. Fatal Injury	4 120	1 14	3 81	0 0	0 1	0 0	0 1	8 217
N.W.T. Fatal Injury	0 64	0 9	3 81	1 36	0 0	0 0	0 5	4 195

N.S. = not specified.

Table A6

Fatal and Personal Injury Traffic Collisions by Road Condition - 1993

	Good	Defective(Potholes, Bumps, Ruts)	Under Repair/ Construction	N.S.	Total
(1) Canada					
Fatal	2933	55	27	97	3112
Injury	158555	2486	1598	5327	167966
Nfld.					
Fatal	39	1	0	0	40
Injury	2086	47	42	7	2182
P.E.I.					
Fatal	19	0	0	1	20
Injury	521	17	7	16	561
N.S.					
Fatal	87	0	1	0	88
Injury	4441	58	83	15	4597
N.B.					
Fatal	112	0	1	2	115
Injury	3630	5	71	105	3811
Que.					
Fatal	775	23	9	31	838
Injury	33252	408	287	1655	35602
Ont.					
Fatal	971	8	8	0	987
Injury	57598	762	543	29	58932
Man.					
Fatal	99	3	1	3	106
Injury	10461	176	88	181	10906
Sask.					
Fatal	128	4	0	2	134
Injury	4983	272	39	143	5437
Alta.					
Fatal	278	8	3	41	330
Injury	10714	223	124	2072	13133
(2) B.C.					
Fatal					442
Injury					32393
(2) Yuk.					
Fatal					8
Injury					217
N.W.T.					
Fatal	1	0	0	3	4
Injury	86	35	4	70	195

N.S. = not specified.

(1) National totals are estimates obtained by factoring the data from jurisdictions where information is known.

(2) Blank columns indicate that the information is not available in the indicated format from this jurisdiction.

Table A7

Fatal and Personal Injury Traffic Collisions by Road Type - 1993

	Asphalt	Concrete	Gravel/ Crushed Stone	Earth/ Dirt	Brick/ Paving Stone	Paved (Material Not Specified)	Not Specified	Total
(1) Canada								
Fatal	2840	31	146	41	18	2	34	3112
Injury	151862	4343	5240	770	417	96	5238	167966
Nfld.								
Fatal	36	0	1	1	0	0	2	40
Injury	2056	5	75	26	0	1	19	2182
P.E.I.								
Fatal	19	0	0	1	0	0	0	20
Injury	540	0	11	7	0	0	3	561
N.S.								
Fatal	88	0	1	1	0	0	0	88
Injury	4342	18	136	28	19	54	0	4597
N.B.								
Fatal	97	0	0	2	15	0	1	115
Injury	3348	8	53	48	352	0	2	3811
Que.								
Fatal	747	7	38	24	0	0	22	838
Injury	32686	249	779	327	0	0	1561	35602
Ont.								
Fatal	936	3	47	1	0	0	0	987
Injury	56537	296	1954	84	0	0	61	58932
Man.								
Fatal	72	11	17	2	0	2	2	106
Injury	7058	3129	586	31	0	20	82	10906
(2) Sask.								
Fatal								134
Injury								5437
(2) Alta.								
Fatal								330
Injury								13133
B.C.								
Fatal	417	4	17	2	0	0	2	442
Injury	28274	156	923	115	0	0	2925	32393
Yuk.								
Fatal	6	1	1	0	0	0	0	8
Injury	163	0	48	4	0	0	2	217
N.W.T.								
Fatal	1	0	2	1	0	0	0	4
Injury	68	2	96	15	0	10	4	195

N.S. = not specified.

(1) National totals are estimates obtained by factoring the data from jurisdictions where information is known.

(2) Blank columns indicate that the information is not available in the indicated format from this jurisdiction.

Table A8

Fatal and Personal Injury Traffic Collisions by Weather Condition - 1993

	Clear (Sunny/Cloudy)	Raining	Snow/Freezing Rain Sleet/Hail	Fog/Mist/Smog/ Dust/Smoke	N.S.	Total
Canada Fatal Injury	2442 132176	305 20534	279 11509	45 1608	41 2139	3112 167966
Nfld. Fatal Injury	26 1631	8 294	4 185	2 50	0 22	40 2182
P.E.I. Fatal Injury	15 423	1 69	3 48	1 14	0 7	20 561
N.S. Fatal Injury	75 3538	8 557	5 312	0 100	0 90	88 4597
N.B. Fatal Injury	93 2986	9 424	9 317	3 50	1 34	115 3811
Que. Fatal Injury	675 27817	71 4142	79 3066	5 142	8 435	838 35602
Ont. Fatal Injury	717 45143	125 7844	124 5131	17 599	4 215	987 58932
Man. Fatal Injury	90 9269	4 750	6 645	2 114	4 128	106 10906
Sask. Fatal Injury	111 4701	9 313	7 251	2 91	5 81	134 5437
Alta. Fatal Injury	275 10722	15 856	20 707	5 123	15 725	330 13133
B.C. Fatal Injury	354 25602	54 5271	22 822	8 317	4 381	442 32393
Yuk. Fatal Injury	7 194	1 10	0 12	0 1	0 0	8 217
N.W.T. Fatal Injury	4 150	0 4	0 13	0 7	0 21	4 195

N.S. = not specified.

Table A9

Fatal and Personal Injury Traffic Collisions by Place of Occurrence - 1993

	Urban	Rural	N.S.	Total
Canada				
Fatal	992	2097	23	3112
Injury	117186	46892	3888	167966
Nfld.				
Fatal	8	16	16	40
Injury	1197	327	658	2182
P.E.I.				
Fatal	3	16	1	20
Injury	219	264	78	561
N.S.				
Fatal	11	77	0	88
Injury	1713	1120	1764	4597
N.B.				
Fatal	30	85	0	115
Injury	2257	1554	0	3811
Que.				
Fatal	317	515	6	838
Injury	25506	8800	1296	35602
Ont.				
Fatal	327	660	0	987
Injury	40171	18669	92	58932
Man.				
Fatal	33	73	0	106
Injury	9367	1539	0	10906
Sask.				
Fatal	28	106	0	134
Injury	3614	1823	0	5437
Alta.				
Fatal	88	242	0	330
Injury	9983	3150	0	13133
B.C.				
Fatal	143	299	0	442
Injury	22962	9431	0	32393
Yuk.				
Fatal	3	5	0	8
Injury	90	127	0	217
N.W.T.				
Fatal	1	3	0	4
Injury	107	88	0	195

N.S. = not specified.

Table A10

Persons Killed in Traffic Collisions by Road User Class and Age Groups - 1993

0-4	Canada	Nfld.	P.E.I.	N.S.	N.B.	Que.	Ont.	Man.	Sask.	Alta.	B.C.	Yuk.	N.W.T.
M.V. Driver	0	0	0	0	0	0	0	0	0	0	0	0	0
M.V. Passeng	39	0	1	0	2	8	12	0	0	4	12	0	0
Pedestrian	17	0	0	0	1	5	4	0	2	1	4	0	0
Bicyclist	3	0	0	0	0	2	1	0	0	0	0	0	0
Motorcyclist	0	0	0	0	0	0	0	0	0	0	0	0	0
N.S.	1	0	0	0	0	0	0	0	1	0	0	0	0
Total	60	0	1	0	3	15	17	0	3	5	16	0	0
5-14													
M.V. Driver	5	0	0	0	0	5	0	0	0	0	0	0	0
M.V. Passeng	64	1	0	3	1	19	16	5	4	4	10	0	1
Pedestrian	53	2	0	1	6	13	19	0	4	3	5	0	0
Bicyclist	23	0	0	1	0	9	9	1	0	1	2	0	0
Motorcyclist	8	0	0	1	1	3	1	0	0	2	0	0	0
N.S.	5	0	0	0	0	2	1	0	0	2	0	0	0
Total	158	3	0	6	8	51	46	6	8	12	17	0	1
15-19													
M.V. Driver	172	2	2	3	6	47	52	7	8	19	26	0	0
M.V. Passeng	211	4	1	7	9	39	73	6	9	24	39	0	0
Pedestrian	36	0	1	0	1	10	10	1	1	6	6	0	0
Bicyclist	11	0	0	0	0	4	3	1	0	1	2	0	0
Motorcyclist	34	0	1	1	1	15	5	1	0	3	7	0	0
N.S.	7	0	0	0	0	3	1	0	1	1	1	0	0
Total	471	6	5	11	17	118	144	16	19	54	81	0	0
20-24													
M.V. Driver	235	2	1	3	8	58	81	12	9	28	32	1	0
M.V. Passeng	121	1	1	0	6	27	44	9	1	9	23	0	0
Pedestrian	29	0	0	0	1	10	8	0	0	6	4	0	0
Bicyclist	9	0	0	0	0	1	3	1	0	2	2	0	0
Motorcyclist	60	0	1	2	1	16	21	0	2	8	9	0	0
N.S.	16	0	0	0	3	7	2	1	1	1	1	0	0
Total	470	3	3	5	19	119	159	23	13	54	71	1	0
25-34													
M.V. Driver	443	5	2	7	18	115	143	11	15	51	76	0	0
M.V. Passeng	162	3	1	5	6	38	46	7	6	20	29	1	0
Pedestrian	55	0	0	1	2	12	15	2	3	14	6	0	0
Bicyclist	14	0	0	1	0	3	8	1	0	0	1	0	0
Motorcyclist	57	0	0	1	4	18	17	1	1	4	11	0	0
N.S.	16	0	0	0	2	8	1	0	2	1	1	1	0
Total	747	8	3	15	32	194	230	22	27	90	124	2	0
35-44													
M.V. Driver	319	3	1	14	11	90	114	8	20	25	31	1	1
M.V. Passeng	92	1	0	6	8	17	26	1	4	8	21	0	0
Pedestrian	54	0	0	0	2	19	12	2	2	6	11	0	0
Bicyclist	6	0	0	0	1	1	2	0	1	0	1	0	0
Motorcyclist	31	0	0	1	3	7	7	1	1	3	8	0	0
N.S.	10	0	0	0	0	8	0	0	1	0	1	0	0
Total	512	4	1	21	25	142	161	12	29	42	73	1	1

N.S. = not specified.

(continued)

Table A10 (continued)

Persons Killed in Traffic Collisions by Road User Class and Age Groups - 1993

	Canada	Nfld.	P.E.I.	N.S.	N.B.	Que.	Ont.	Man.	Sask.	Alta.	B.C.	Yuk.	N.W.T.
45-54													
M.V. Driver	241	8	2	9	8	85	77	10	6	17	18	1	0
M.V. Passeng	66	0	0	2	0	19	16	5	3	8	13	0	0
Pedestrian	46	1	0	1	3	14	10	2	1	3	11	0	0
Bicyclist	3	0	0	0	0	1	0	0	0	1	0	1	0
Motorcyclist	18	0	0	1	0	6	6	1	1	2	1	0	0
N.S.	6	0	0	0	0	3	1	0	0	2	0	0	0
Total	380	9	2	13	11	128	110	18	11	33	43	2	0
55-64													
M.V. Driver	146	4	1	5	2	41	43	2	8	16	23	0	1
M.V. Passeng	59	0	0	2	1	14	19	3	3	13	4	0	0
Pedestrian	55	0	0	1	0	15	23	1	4	4	7	0	0
Bicyclist	5	0	0	0	0	1	2	0	0	0	2	0	0
Motorcyclist	3	0	0	0	0	0	2	1	0	0	0	0	0
N.S.	3	0	0	0	0	3	0	0	0	0	0	0	0
Total	271	4	1	8	3	74	89	7	15	33	36	0	1
65 +													
M.V. Driver	238	3	0	12	11	47	84	13	15	35	16	2	0
M.V. Passeng	140	0	2	6	3	41	44	7	7	13	16	0	1
Pedestrian	125	3	2	3	3	33	45	9	2	9	16	0	0
Bicyclist	7	0	0	0	0	1	3	1	1	1	0	0	0
Motorcyclist	1	0	0	0	0	0	0	0	0	1	0	0	0
N.S.	10	0	0	0	1	4	2	0	0	1	2	0	0
Total	521	6	4	21	18	126	178	30	25	60	50	2	1
Not Stated													
M.V. Driver	5	0	1	0	2	0	1	0	1	0	0	0	0
M.V. Passeng	5	2	0	0	0	3	0	0	0	0	0	0	0
Pedestrian	3	0	0	0	0	1	0	0	2	0	0	0	0
Bicyclist	0	0	0	0	0	0	0	0	0	0	0	0	0
Motorcyclist	0	0	0	0	0	0	0	0	0	0	0	0	0
N.S.	12	0	0	0	0	11	0	0	0	0	1	0	0
Total	25	2	1	0	2	15	1	0	3	0	1	0	0
Total													
M.V. Driver	1804	27	10	53	66	488	595	63	82	191	222	5	2
M.V. Passeng	959	12	6	31	36	225	296	43	37	103	167	1	2
Pedestrian	473	6	3	7	19	132	146	17	21	52	70	0	0
Bicyclist	81	0	0	2	1	23	31	5	2	6	10	1	0
Motorcyclist	212	0	2	7	10	65	59	5	5	23	36	0	0
N.S.	86	0	0	0	6	49	8	1	6	8	7	1	0
Total	3615	45	21	100	138	982	1135	134	153	383	512	8	4

N.S. = not specified.

Table A11

Persons Injured in Traffic Collisions by Road User Class and Age Groups - 1993

	Canada	Nfld.	P.E.I.	N.S.	N.B.	Que.	Ont.	Man.	Sask.	Alta.	B.C.	Yuk.	N.W.T.
0-4													
M.V. Driver	82	13	1	0	0	2	44	8	1	0	1	0	12
M.V. Passenger	3488	22	11	59	85	737	1458	215	101	296	476	5	23
Pedestrian	487	11	0	14	5	148	150	29	27	47	55	1	0
Bicyclist	102	2	0	1	3	33	34	2	3	11	12	1	0
Motorcyclist	7	1	0	0	0	1	2	1	0	0	0	0	2
N.S.	41	3	0	1	0	14	4	1	2	8	4	0	4
Total	4207	52	12	75	93	935	1692	256	134	362	548	7	41
5-14													
M.V. Driver	235	20	1	5	1	58	36	28	16	42	23	0	5
M.V. Passenger	10216	120	27	247	210	1882	4185	563	335	916	1689	8	34
Pedestrian	3098	60	6	75	52	940	1172	133	95	227	337	1	0
Bicyclist	3422	35	4	42	70	1404	1035	87	92	222	426	2	3
Motorcyclist	296	19	1	9	5	190	19	3	10	19	21	0	0
N.S.	256	19	4	25	13	88	21	3	13	49	15	0	6
Total	17523	273	43	403	351	4562	6468	817	561	1475	2511	11	48
15-19													
M.V. Driver	14987	182	94	430	389	2506	4734	1142	798	1416	3263	13	20
M.V. Passenger	14932	193	93	434	410	2372	5241	955	692	1321	3179	19	23
Pedestrian	1801	24	4	32	31	465	630	74	53	158	329	1	0
Bicyclist	1750	4	2	18	35	747	527	41	32	83	258	3	0
Motorcyclist	1444	29	1	48	48	599	379	27	49	120	142	0	2
N.S.	300	7	7	31	16	84	40	0	42	43	20	2	8
Total	35214	439	201	993	929	6773	11551	2239	1666	3141	7191	38	53
20-24													
M.V. Driver	19940	288	74	503	493	3562	6928	1542	635	1613	4249	28	25
M.V. Passenger	10834	152	35	300	312	1779	4090	727	355	770	2262	28	24
Pedestrian	1315	16	10	33	18	269	461	81	28	106	292	1	0
Bicyclist	1313	2	0	21	14	320	469	39	24	73	349	1	1
Motorcyclist	1689	12	8	40	47	460	611	55	40	117	294	4	1
N.S.	223	4	1	20	17	85	28	5	21	30	10	1	1
Total	35314	474	128	917	901	6475	12587	2449	1103	2709	7456	63	52
25-34													
M.V. Driver	36737	428	111	834	776	6794	14138	2482	1015	3003	7076	47	33
M.V. Passenger	13375	187	38	291	290	2377	5436	799	368	966	2577	27	19
Pedestrian	2090	20	2	29	29	493	769	110	32	166	438	2	0
Bicyclist	1699	4	0	13	18	434	600	68	23	96	441	2	0
Motorcyclist	1842	7	6	40	46	512	592	66	38	142	391	1	1
N.S.	349	8	7	30	13	155	48	4	28	38	15	1	2
Total	56092	654	164	1237	1172	10765	21583	3529	1504	4411	10938	80	55
35-44													
M.V. Driver	27505	331	93	659	597	5352	10425	1771	757	2245	5231	27	17
M.V. Passenger	8039	94	36	160	195	1578	3286	488	219	548	1414	9	12
Pedestrian	1647	16	1	23	21	458	588	65	33	119	322	1	0
Bicyclist	811	4	1	4	9	245	257	32	16	40	203	0	0
Motorcyclist	1073	6	5	25	20	359	331	24	20	88	191	3	1
N.S.	210	3	2	28	15	86	31	0	18	13	13	0	1
Total	39285	454	138	899	857	8078	14918	2380	1063	3053	7374	40	31

N.S. = not specified.

(continued)

Table A11 (continued)

Persons Injured in Traffic Collisions by Road User Class and Age Groups - 1993

	Canada	Nfld.	P.E.I.	N.S.	N.B.	Que.	Ont.	Man.	Sask.	Alta.	B.C.	Yuk.	N.W.T.
45-54													
M.V. Driver	16567	198	61	375	379	3398	6435	1038	445	1202	3007	17	12
M.V. Passenger	5804	74	20	138	128	1239	2419	314	140	386	933	5	8
Pedestrian	1112	15	1	20	11	337	394	37	23	84	189	1	0
Bicyclist	389	5	0	1	2	153	139	7	4	15	63	0	0
Motorcyclist	438	3	1	4	12	155	129	6	2	28	96	2	0
N.S.	140	3	0	21	4	59	17	0	13	12	8	0	3
Total	24450	298	83	559	536	5341	9533	1402	627	1727	4296	25	23
55-64													
M.V. Driver	9062	79	29	222	191	1788	3639	537	264	697	1595	10	11
M.V. Passenger	4277	42	9	98	102	904	1796	248	124	257	685	11	1
Pedestrian	948	3	0	16	8	314	334	28	22	61	162	0	0
Bicyclist	203	0	0	0	3	74	65	8	3	8	42	0	0
Motorcyclist	110	1	0	0	2	44	25	0	1	5	31	1	0
N.S.	72	3	1	6	1	22	18	0	11	5	2	2	1
Total	14672	128	39	342	307	3146	5877	821	425	1033	2517	24	13
65 +													
M.V. Driver	7893	62	36	200	234	1438	3175	427	347	603	1360	6	5
M.V. Passenger	5357	53	18	142	140	1104	2171	267	193	359	902	7	1
Pedestrian	1612	16	3	26	24	533	583	57	29	74	267	0	0
Bicyclist	152	0	0	1	3	52	46	9	7	7	27	0	0
Motorcyclist	50	0	0	0	1	26	13	1	1	1	7	0	0
N.S.	69	7	4	8	1	19	14	0	2	5	9	0	0
Total	15133	138	61	377	403	3172	6002	761	579	1049	2572	13	6
Not Stated													
M.V. Driver	1321	61	11	336	5	18	99	561	30	9	191	0	0
M.V. Passenger	2931	49	11	210	67	371	502	228	197	226	1064	6	0
Pedestrian	613	8	0	92	6	90	100	97	24	24	172	0	0
Bicyclist	500	0	0	24	6	48	241	63	30	6	82	0	0
Motorcyclist	89	0	1	19	4	16	12	13	3	3	18	0	0
N.S.	156	4	3	33	5	27	9	1	28	24	22	0	0
Total	5610	122	26	714	93	570	963	963	312	292	1549	6	0
Total													
M.V. Driver	134329	1662	511	3564	3065	24916	49653	9536	4308	10830	25996	148	140
M.V. Passenger	79253	986	298	2079	1939	14343	30584	4804	2724	6045	15181	125	145
Pedestrian	14723	189	27	360	205	4047	5181	711	366	1066	2563	8	0
Bicyclist	10341	56	7	125	163	3510	3413	356	234	561	1903	9	4
Motorcyclist	7038	78	23	185	185	2362	2113	196	164	523	1191	11	7
N.S.	1816	61	29	203	85	639	230	14	178	227	118	6	26
Total	247500	3032	895	6516	5642	49817	91174	15617	7974	19252	46952	307	322

N.S. = not specified.

Table A12

Persons Killed or Injured in Traffic Collisions by Road User Class and Sex - 1993

	Driver			Passenger			Pedestrian		
	Male	Female	N.S.	Male	Female	N.S.	Male	Female	N.S.
Canada									
Killed	1357	445	2	482	477	0	285	188	0
Injured	76528	57538	263	30287	48826	166	7937	6718	68
Nfld.									
Killed	23	4	0	9	3	0	4	2	0
Injured	856	800	6	315	669	2	104	83	2
P.E.I.									
Killed	8	1	1	5	1	0	1	2	0
Injured	291	220	0	132	165	1	16	10	1
N.S.									
Killed	42	11	0	16	15	0	6	1	0
Injured	1975	1585	4	818	1259	2	208	145	7
N.B.									
Killed	49	17	0	15	21	0	10	9	0
Injured	1773	1292	0	767	1172	0	101	104	0
Que.									
Killed	369	119	0	111	114	0	84	48	0
Injured	14803	10113	0	5146	9197	0	2167	1867	13
Ont.									
Killed	436	158	1	134	162	0	89	57	0
Injured	28306	21215	132	11541	19004	65	2791	2373	17
Man.									
Killed	42	21	0	25	18	0	8	9	0
Injured	5176	4355	5	1761	3042	1	389	321	1
Sask.									
Killed	69	13	0	19	18	0	9	12	0
Injured	2352	1918	38	1095	1614	15	198	165	3
Alta.									
Killed	139	52	0	50	53	0	38	14	0
Injured	6084	4744	2	2376	3655	14	597	468	1
B.C.									
Killed	176	46	0	97	70	0	36	34	0
Injured	14719	11202	75	6217	8898	66	1361	1179	23
Yuk.									
Killed	3	2	0	1	0	0	0	0	0
Injured	97	51	0	61	64	0	5	3	0
N.W.T.									
Killed	1	1	0	0	2	0	0	0	0
Injured	96	43	1	58	87	0	0	0	0

N.S. = not specified.

(continued)

Table A12 (continued)

Persons Killed or Injured in Traffic Collisions by Road User Class and Sex - 1993

	Bicyclist			Motorcyclist			Other			Total			Total
	Male	Female	N.S.	Male	Female	N.S.	Male	Female	N.S.	Male	Female	N.S.	
Canada													
Killed	67	14	0	193	19	0	70	16	0	2454	1159	2	3615
Injured	7509	2546	270	5985	1004	18	1154	645	38	129400	117277	823	247500
Nfld.													
Killed	0	0	0	0	0	0	0	0	0	36	9	0	45
Injured	52	4	0	63	15	0	30	31	0	1420	1602	10	3032
P.E.I.													
Killed	0	0	0	2	0	0	0	0	0	16	4	1	21
Injured	5	2	0	19	4	0	11	17	1	474	418	3	895
N.S.													
Killed	2	0	0	6	1	0	0	0	0	72	28	0	100
Injured	94	29	2	160	23	2	103	95	5	3358	3136	22	6516
N.B.													
Killed	0	1	0	9	1	0	6	0	0	89	49	0	138
Injured	123	40	0	162	22	1	66	19	0	2992	2649	1	5642
Que.													
Killed	17	6	0	56	9	0	38	11	0	675	307	0	982
Injured	2565	945	0	1962	400	0	420	216	3	27063	22738	16	49817
Ont.													
Killed	25	6	0	55	4	0	8	0	0	747	387	1	1135
Injured	2372	771	254	1818	277	10	163	56	9	46991	43696	487	91174
Man.													
Killed	5	0	0	5	0	0	1	0	0	86	48	0	134
Injured	270	86	0	169	27	0	11	3	0	7776	7834	7	15617
Sask.													
Killed	2	0	0	5	0	0	5	1	0	109	44	0	153
Injured	173	56	5	119	20	2	114	82	5	4051	3855	68	7974
Alta.													
Killed	6	0	0	21	2	0	5	3	0	259	124	0	383
Injured	427	133	1	473	50	0	150	70	7	10107	9120	25	19252
B.C.													
Killed	9	1	0	34	2	0	7	0	0	359	153	0	512
Injured	1420	475	8	1024	164	3	70	40	8	24811	21958	183	46952
Yuk.													
Killed	1	0	0	0	0	0	0	1	0	5	3	0	8
Injured	6	3	0	11	0	0	5	1	0	185	122	0	307
N.W.T.													
Killed	0	0	0	0	0	0	0	0	0	1	3	0	4
Injured	2	2	0	5	2	0	11	15	0	172	149	1	322

N.S. = not specified.

Table A13

Persons Killed or Injured in Traffic Collisions by Month of Occurrence - 1993

	Jan.	Feb.	March	Apr.	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	N.S.	Total
Canada														
Killed	230	225	222	216	292	323	416	368	328	332	317	346	0	3615
Injured	19749	16231	17285	16664	19985	22225	23114	24238	22083	22040	20952	22927	7	247500
Nfld.														
Killed	4	3	0	3	2	2	2	4	2	8	7	8	0	45
Injured	277	250	227	171	221	213	274	257	241	306	304	291	0	3032
P.E.I.														
Killed	3	1	0	3	1	2	3	1	3	4	0	0	0	21
Injured	65	61	50	60	65	85	84	109	98	63	66	89	0	895
N.S.														
Killed	4	5	5	7	5	6	13	16	6	14	3	16	0	100
Injured	512	462	450	407	508	504	629	687	546	649	596	566	0	6516
N.B.														
Killed	8	8	7	9	14	14	15	16	7	8	13	19	0	138
Injured	371	433	385	372	371	508	571	531	517	517	500	566	0	5642
Que.														
Killed	59	63	62	50	76	109	144	96	79	81	77	86	0	982
Injured	3791	3614	3271	3065	4157	4766	5046	5191	4332	4106	3985	4493	0	49817
Ont.														
Killed	73	83	71	72	102	81	125	117	106	109	98	98	0	1135
Injured	7550	6592	6191	6035	7333	8170	8291	8710	8249	8089	7721	8243	0	91174
Man.														
Killed	8	7	6	4	15	5	21	8	8	22	9	21	0	134
Injured	1752	853	1467	913	955	1313	1309	1298	1405	1414	1206	1732	0	15617
Sask.														
Killed	8	3	13	17	13	15	16	18	11	13	12	14	0	153
Injured	555	390	528	500	746	794	772	816	747	775	628	723	0	7974
Alta.														
Killed	28	21	23	17	28	27	32	35	44	43	47	38	0	383
Injured	1355	1153	1247	1254	1545	1710	1784	1908	1881	1788	1744	1876	7	19252
B.C.														
Killed	34	29	33	34	36	59	44	56	62	29	50	46	0	512
Injured	3477	2389	3421	3856	4037	4097	4254	4665	4009	4286	4148	4313	0	46952
Yuk.														
Killed	1	1	1	0	0	3	0	1	0	1	0	0	0	8
Injured	24	9	19	8	28	37	38	39	31	25	30	19	0	307
N.W.T.														
Killed	0	1	1	0	0	0	1	0	0	0	1	0	0	4
Injured	20	25	29	23	19	28	62	27	27	22	24	16	0	322

N.S. = not specified.

Table A14

Persons Killed or Injured in Traffic Collisions by Place of Occurrence - 1993

	Urban	Rural	N.S.	Total
Canada				
Killed	1053	2524	38	3615
Injured	163121	79336	5043	247500
Nfld.				
Killed	8	16	21	45
Injured	1591	505	936	3032
P.E.I.				
Killed	3	17	1	21
Injured	323	456	116	895
N.S.				
Killed	11	89	0	100
Injured	2301	1799	2416	6516
N.B.				
Killed	33	105	0	138
Injured	3205	2437	0	5642
Que.				
Killed	343	623	16	982
Injured	34506	13736	1575	49817
Ont.				
Killed	362	773	0	1135
Injured	59689	31485	0	91174
Man.				
Killed	33	101	0	134
Injured	13187	2430	0	15617
Sask.				
Killed	28	125	0	153
Injured	4873	3101	0	7974
Alta.				
Killed	97	286	0	383
Injured	13940	5312	0	19252
B.C.				
Killed	131	381	0	512
Injured	29219	17733	0	46952
Yuk.				
Killed	3	5	0	8
Injured	125	182	0	307
N.W.T.				
Killed	1	3	0	4
Injured	162	160	0	322

N.S. = not specified.

Table A15

Persons Killed or Injured in Traffic Collisions by Age Groups and Sex - 1993

	Killed				Injured			
	Male	Female	N.S.	Total	Male	Female	N.S.	Total
Canada								
0-4	36	24	0	60	2127	2020	84	4231
5-14	93	65	0	158	9419	8088	16	17523
15-19	319	153	0	472	18597	16598	18	35213
20-24	358	112	0	470	19826	15475	14	35315
25-34	566	184	0	750	30803	25265	24	56092
35-44	333	179	0	512	20102	19151	33	39286
45-54	266	113	0	379	11929	12516	5	24450
55-64	172	100	0	272	7229	7436	7	14672
65+	302	225	0	527	6912	8210	11	15133
N.S.	9	4	2	15	2441	2519	625	5585
Total	2454	1159	2	3615	129385	117278	837	247500
Nfld.								
0-4	0	0	0	0	22	30	0	52
5-14	2	1	0	3	139	131	3	273
15-19	5	1	0	6	223	215	1	439
20-24	3	0	0	3	232	241	1	474
25-34	6	2	0	8	303	349	2	654
35-44	3	1	0	4	182	271	1	454
45-54	8	1	0	9	131	166	1	298
55-64	3	1	0	4	59	68	1	128
65+	5	1	0	6	75	63	0	138
N.S.	1	1	0	2	54	68	0	122
Total	36	9	0	45	1420	1602	10	3032
P.E.I.								
0-4	1	0	0	1	6	6	0	12
5-14	0	0	0	0	19	23	1	43
15-19	4	1	0	5	108	93	0	201
20-24	3	0	0	3	75	52	1	128
25-34	2	1	0	3	93	71	0	164
35-44	1	0	0	1	72	66	0	138
45-54	2	0	0	2	41	42	0	83
55-64	1	0	0	1	19	20	0	39
65+	2	2	0	4	30	31	0	61
N.S.	0	0	1	1	11	14	1	26
Total	16	4	1	21	474	418	3	895
N.S.								
0-4	0	0	0	0	36	38	1	75
5-14	4	2	0	6	232	170	1	403
15-19	9	2	0	11	504	489	0	993
20-24	4	1	0	5	528	388	1	917
25-34	13	2	0	15	632	604	1	1237
35-44	12	9	0	21	463	435	1	899
45-54	11	2	0	13	258	301	0	559
55-64	6	2	0	8	166	176	0	342
65+	13	8	0	21	169	207	1	377
N.S.	0	0	0	0	370	328	16	714
Total	72	28	0	100	3358	3136	22	6516

(continued)

Table A15 (continued)

Persons Killed or Injured in Traffic Collisions by Age Groups and Sex - 1993

	Killed				Injured			
	Male	Female	N.S.	Total	Male	Female	N.S.	Total
N.B.								
0-4	0	3	0	3	45	48	0	93
5-14	4	4	0	8	159	192	0	351
15-19	8	9	0	17	503	426	0	929
20-24	14	5	0	19	526	375	0	901
25-34	24	8	0	32	678	494	0	1172
35-44	14	11	0	25	429	428	0	857
45-54	9	2	0	11	257	279	0	536
55-64	2	1	0	3	150	157	0	307
65+	12	6	0	18	198	205	0	403
N.S.	2	0	0	2	47	45	1	93
Total	89	49	0	138	2992	2649	1	5642
Que.								
0-4	9	6	0	15	490	445	0	935
5-14	29	22	0	51	2672	1890	0	4562
15-19	88	31	0	119	3879	2894	0	6773
20-24	93	26	0	119	3762	2713	0	6475
25-34	156	41	0	197	6061	4703	1	10765
35-44	89	53	0	142	4242	3836	0	8078
45-54	92	35	0	127	2659	2682	0	5341
55-64	47	28	0	75	1560	1586	0	3146
65+	70	62	0	132	1459	1713	0	3172
N.S.	2	3	0	5	279	276	15	570
Total	675	307	0	982	27063	22738	16	49817
Ont.								
0-4	12	5	0	17	859	780	77	1716
5-14	24	22	0	46	3457	3010	1	6468
15-19	92	52	0	144	5962	5584	5	11551
20-24	117	42	0	159	6921	5664	3	12588
25-34	167	63	0	230	11709	9870	4	21583
35-44	109	52	0	161	7627	7287	4	14918
45-54	75	35	0	110	4614	4919	0	9533
55-64	53	36	0	89	2892	2983	2	5877
65+	98	80	0	178	2708	3291	3	6002
N.S.	0	0	1	1	242	308	388	938
Total	747	387	1	1135	46991	43696	487	91174
Man.								
0-4	0	0	0	0	134	122	0	256
5-14	4	2	0	6	395	421	1	817
15-19	12	4	0	16	1143	1096	0	2239
20-24	15	8	0	23	1277	1172	0	2449
25-34	17	5	0	22	1810	1718	1	3529
35-44	8	4	0	12	1123	1256	1	2380
45-54	10	8	0	18	667	735	0	1402
55-64	4	3	0	7	379	442	0	821
65+	16	14	0	30	353	408	0	761
N.S.	0	0	0	0	495	464	4	963
Total	86	48	0	134	7776	7834	7	15617

(continued)

Table A15 (continued)

Persons Killed or Injured in Traffic Collisions by Age Groups and Sex - 1993

	Killed				Injured			
	Male	Female	N.S.	Total	Male	Female	N.S.	Total
Sask.								
0-4	1	2	0	3	62	71	1	134
5-14	6	2	0	8	300	256	5	561
15-19	11	8	0	19	833	823	10	1666
20-24	12	1	0	13	615	484	4	1103
25-34	20	7	0	27	802	694	8	1504
35-44	24	5	0	29	486	573	4	1063
45-54	7	4	0	11	313	311	3	627
55-64	10	5	0	15	207	214	4	425
65+	15	10	0	25	308	268	3	579
N.S.	3	0	0	3	125	161	26	312
Total	109	44	0	153	4051	3855	68	7974
Alta.								
0-4	2	3	0	5	193	169	0	362
5-14	8	4	0	12	745	728	2	1475
15-19	32	22	0	54	1625	1516	0	3141
20-24	41	13	0	54	1515	1193	1	2709
25-34	66	24	0	90	2444	1967	0	4411
35-44	26	16	0	42	1603	1447	3	3053
45-54	22	11	0	33	834	892	1	1727
55-64	23	10	0	33	510	523	0	1033
65+	39	21	0	60	495	553	1	1049
N.S.	0	0	0	0	143	132	17	292
Total	259	124	0	383	10107	9120	25	19252
B.C.								
0-4	11	5	0	16	261	282	5	548
5-14	12	5	0	17	1275	1234	2	2511
15-19	58	23	0	81	3776	3413	2	7191
20-24	55	16	0	71	4301	3152	3	7456
25-34	94	30	0	124	6183	4748	7	10938
35-44	47	26	0	73	3844	3526	4	7374
45-54	28	15	0	43	2129	2167	0	4296
55-64	22	14	0	36	1266	1251	0	2517
65+	31	19	0	50	1105	1464	3	2572
N.S.	1	0	0	1	671	721	157	1549
Total	359	153	0	512	24811	21958	183	46952
Yuk.								
0-4	0	0	0	0	5	2	0	7
5-14	0	0	0	0	7	4	0	11
15-19	0	0	0	0	18	20	0	38
20-24	1	0	0	1	43	20	0	63
25-34	1	1	0	2	46	34	0	80
35-44	0	1	0	1	30	10	0	40
45-54	2	0	0	2	15	10	0	25
55-64	0	0	0	0	11	13	0	24
65+	1	1	0	2	6	7	0	13
N.S.	0	0	0	0	4	2	0	6
Total	5	3	0	8	185	122	0	307

N.S. = not specified.

(continued)

Table A15 (continued)

Persons Killed or Injured in Traffic Collisions by Age Groups and Sex - 1993

	Killed				Injured			
	Male	Female	N.S.	Total	Male	Female	N.S.	Total
N.W.T.								
0-4	0	0	0	0	14	27	0	41
5-14	0	1	0	1	19	29	0	48
15-19	0	0	0	0	23	29	0	52
20-24	0	0	0	0	31	21	0	52
25-34	0	0	0	0	42	13	0	55
35-44	0	1	0	1	1	16	15	32
45-54	0	0	0	0	11	12	0	23
55-64	1	0	0	1	10	3	0	13
65+	0	1	0	1	6	0	0	6
N.S.	0	0	0	0	0	0	0	0
Total	1	3	0	4	157	150	15	322

N.S. = not specified.

Table A16

Vehicles Involved in Fatal or Personal Injury Traffic Collisions by Vehicle Type - 1993

	Canada			Nfld.			P.E.I.		
	Fatal	Injury	Total	Fatal	Injury	Total	Fatal	Injury	Total
Automobile	2846	219128	221974	28	2677	2705	16	695	711
Truck (if unspecified)	13	624	637	0	0	0	0	0	0
Bus (if unspecified)	9	154	163	0	3	3	0	0	0
Motorcycle	211	5944	6155	2	71	73	2	21	23
Bicycle	85	10481	10566	0	66	66	0	8	8
Moped	5	594	599	0	1	1	0	3	3
School Bus	12	547	559	0	13	13	0	2	2
Transit Bus (urban)	10	714	724	0	2	2	0	0	0
Intercity Bus	1	210	211	0	6	6	0	0	0
Pick-up or Van under 4536 kg.	1116	49456	50572	18	646	664	8	195	203
Truck over 4536 kg.	238	4595	4833	3	34	37	1	16	17
Tractor and Semi-Trailer	298	3131	3429	2	18	20	4	11	15
Motorhome	16	689	705	0	0	0	0	1	1
Farm or Construction Equipment	13	331	344	0	9	9	0	6	6
Off-Highway ("All-Terrain") Vehicle	21	443	464	1	52	53	0	2	2
Motorized Snow Vehicle	57	539	596	1	44	45	0	0	0
Train, Street-car, Other Rail Vehicle	19	128	147	0	0	0	0	0	0
Towed Vehicle, Trailer	0	0	0	0	0	0	0	0	0
Passenger Vehicle (unspecified)	54	3741	3795	0	0	0	0	0	0
Other/Unspecified	79	3646	3725	0	14	14	3	60	63
Total	5103	305095	310198	55	3656	3711	34	1020	1054
	N.S.			N.B.			Que.		
	Fatal	Injury	Total	Fatal	Injury	Total	Fatal	Injury	Total
Automobile	83	5506	5589	91	4371	4462	793	43840	44633
Truck (if unspecified)	0	0	0	0	0	0	8	454	462
Bus (if unspecified)	1	2	3	0	1	1	0	0	0
Motorcycle	7	167	174	9	167	176	58	1697	1755
Bicycle	2	144	146	1	164	165	26	3526	3552
Moped	0	2	2	1	13	14	4	520	524
School Bus	0	3	3	1	12	13	3	148	151
Transit Bus (urban)	0	12	12	0	3	3	0	0	0
Intercity Bus	0	0	0	0	1	1	0	0	0
Pick-up or Van under 4536 kg.	32	1348	1380	32	1056	1088	235	7978	8213
Truck over 4536 kg.	3	95	98	2	62	64	46	749	795
Tractor and Semi-Trailer	7	47	54	13	128	141	106	817	923
Motorhome	0	2	2	0	3	3	0	0	0
Farm or Construction Equipment	1	18	19	2	16	18	0	0	0
Off-Highway ("All-Terrain") Vehicle	0	18	18	1	15	16	11	223	234
Motorized Snow Vehicle	0	0	0	1	4	5	40	357	397
Train, Street-car, Other Rail Vehicle	0	0	0	0	0	0	0	0	0
Towed Vehicle, Trailer	0	0	0	0	0	0	0	0	0
Passenger Vehicle (unspecified)	0	0	0	15	347	362	6	776	782
Other/Unspecified	0	546	546	1	30	31	59	1755	1814
Total	136	7910	8046	170	6393	6563	1395	62840	64235

(continued)

Table A16 (continued)

Vehicles Involved in Fatal or Personal Injury Traffic Collisions by Vehicle Type - 1993

	Ont.			Man.			Sask.		
	Fatal	Injury	Total	Fatal	Injury	Total	Fatal	Injury	Total
Automobile	1035	80211	81246	91	15652	15743	98	6324	6422
Truck (if unspecified)	4	78	82	1	90	91	0	0	0
Bus (if unspecified)	6	121	127	0	10	10	0	10	10
Motorcycle	65	1917	1982	5	191	196	6	133	139
Bicycle	31	3489	3520	5	366	371	2	235	237
Moped	0	29	29	0	2	2	0	1	1
School Bus	5	242	247	0	22	22	1	15	16
Transit Bus (urban)	4	402	406	1	46	47	0	14	14
Intercity Bus	1	109	110	0	37	37	0	2	2
Pick-up or Van under 4536 kg.	359	18334	18693	34	2918	2952	61	2215	2276
Truck over 4536 kg.	71	1289	1360	6	227	233	5	99	104
Tractor and Semi-Trailer	103	1465	1568	6	107	113	18	161	179
Motorhome	1	23	24	1	29	30	0	11	11
Farm or Construction Equipment	3	140	143	1	25	26	3	31	34
Off-Highway ("All-Terrain") Vehicle	4	29	33	0	24	24	0	5	5
Motorized Snow Vehicle	3	49	52	2	0	2	4	45	49
Train, Street-car, Other Rail Vehicle	13	100	113	0	0	0	0	0	0
Towed Vehicle, Trailer	0	0	0	0	0	0	0	0	0
Passenger Vehicle (unspecified)	9	562	571	8	794	802	0	0	0
Other/Unspecified	10	871	881	0	33	33	2	212	214
Total	1727	109460	111187	161	20573	20734	200	9513	9713
	Alta.			B.C.			Yuk.		
	Fatal	Injury	Total	Fatal	Injury	Total	Fatal	Injury	Total
Automobile	232	15130	15362	370	44526	44896	4	112	116
Truck (if unspecified)	0	0	0	0	0	0	0	2	2
Bus (if unspecified)	2	7	9	0	0	0	0	0	0
Motorcycle	21	480	501	36	1084	1120	0	11	11
Bicycle	6	562	568	11	1907	1918	1	9	10
Moped	0	1	1	0	22	22	0	0	0
School Bus	1	45	46	1	44	45	0	0	0
Transit Bus (urban)	0	65	65	5	168	173	0	1	1
Intercity Bus	0	2	2	0	53	53	0	0	0
Pick-up or Van under 4536 kg.	171	5060	5231	160	9457	9617	5	147	152
Truck over 4536 kg.	33	575	608	68	1434	1502	0	6	6
Tractor and Semi-Trailer	38	368	406	0	0	0	1	5	6
Motorhome	2	31	33	12	584	596	0	5	5
Farm or Construction Equipment	3	43	46	0	39	39	0	2	2
Off-Highway ("All-Terrain") Vehicle	2	42	44	2	11	13	0	0	0
Motorized Snow Vehicle	1	4	5	1	7	8	1	4	5
Train, Street-car, Other Rail Vehicle	6	28	34	0	0	0	0	0	0
Towed Vehicle, Trailer	0	0	0	0	0	0	0	0	0
Passenger Vehicle (unspecified)	16	1262	1278	0	0	0	0	0	0
Other/Unspecified	2	105	107	2	20	22	0	0	0
Total	536	23810	24346	668	59356	60024	12	304	316

(continued)

Table A16 (continued)

Vehicles Involved in Fatal or Personal Injury Traffic Collisions by Vehicle Type - 1993

	N.W.T.		
	Fatal	Injury	Total
Automobile	5	84	89
Truck (if unspecified)	0	0	0
Bus (if unspecified)	0	0	0
Motorcycle	0	5	5
Bicycle	0	5	5
Moped	0	0	0
School Bus	0	1	1
Transit Bus (urban)	0	1	1
Intercity Bus	0	0	0
Pick-up or Van under 4536 kg.	1	102	103
Truck over 4536 kg.	0	9	9
Tractor and Semi-Trailer	0	4	4
Motorhome	0	0	0
Farm or Construction Equipment	0	2	2
Off-Highway("All-Terrain") Vehicle	0	22	22
Motorized Snow Vehicle	3	25	28
Train, Street-car, Other Rail Vehicle	0	0	0
Towed Vehicle, Trailer	0	0	0
Passenger Vehicle (unspecified)	0	0	0
Other/Unspecified	0	0	0
Total	9	260	269

Table A17

Vehicles Involved in Fatal or Personal Injury Traffic Collisions by Vehicle Condition - 1993

	(1) Canada			Nfld.			P.E.I.		
	Fatal	Injury	Total	Fatal	Injury	Total	Fatal	Injury	Total
No Apparent Defect	4594	283412	288006	52	3568	3620	27	923	950
Defective Brakes	22	951	973	1	37	38	0	7	7
Defective Steering	0	170	170	0	4	4	0	2	2
Defective Lighting (Headlights/Taillights)	10	312	322	0	7	7	0	4	4
Defective Engine Controls, Drive Train	1	214	215	0	10	10	0	3	3
Defective Suspension or Wheels	4	108	112	1	7	8	0	1	1
Defective Tires (Puncture/Blowout)	22	654	676	0	18	18	0	1	1
Defective Tow Hitch/Yoke	3	37	40	0	2	2	0	0	0
Defective Exhaust System	0	2	2	0	0	0	0	0	0
Hood, Tailgate, Door or Covering Opened	0	8	8	0	1	1	0	0	0
Overloaded, Loaded Incorrectly, Over-Sized	4	84	88	0	0	0	0	3	3
Other/Not Specified	443	19143	19586	1	2	3	7	76	83
Total	5103	305095	310198	55	3656	3711	34	1020	1054
	N.S.			N.B.			(2) Que.		
	Fatal	Injury	Total	Fatal	Injury	Total	Fatal	Injury	Total
No Apparent Defect	135	7707	7842	164	6204	6368			
Defective Brakes	1	47	48	0	0	0			
Defective Steering	0	11	11	0	7	7			
Defective Lighting (Headlights/Taillights)	0	12	12	0	12	12			
Defective Engine Controls, Drive Train	0	12	12	0	16	16			
Defective Suspension or Wheels	0	14	14	0	15	15			
Defective Tires (Puncture/Blowout)	0	29	29	3	37	40			
Defective Tow Hitch/Yoke	0	6	6	0	3	3			
Defective Exhaust System	0	0	0	0	0	0			
Hood, Tailgate, Door or Covering Opened	0	2	2	0	1	1			
Overloaded, Loaded Incorrectly, Over-Sized	0	0	0	0	0	0			
Other/Not Specified	0	70	70	3	98	101			
Total	136	7910	8046	170	6393	6563	1395	62840	64235
	Ont.			Man.			Sask.		
	Fatal	Injury	Total	Fatal	Injury	Total	Fatal	Injury	Total
No Apparent Defect	1615	104325	105940	62	13606	13668	194	9286	9480
Defective Brakes	2	270	272	0	104	104	1	48	49
Defective Steering	0	35	35	0	20	20	0	23	23
Defective Lighting (Headlights/Taillights)	2	57	59	0	16	16	3	31	34
Defective Engine Controls, Drive Train	0	30	30	0	22	22	0	17	17
Defective Suspension or Wheels	1	25	26	0	8	8	1	10	11
Defective Tires (Puncture/Blowout)	10	234	244	2	37	39	0	20	20
Defective Tow Hitch/Yoke	2	1	3	0	6	6	0	0	0
Defective Exhaust System	0	0	0	0	1	1	0	1	1
Hood, Tailgate, Door or Covering Opened	0	0	0	0	2	2	0	0	0
Overloaded, Loaded Incorrectly, Over-Sized	0	0	0	0	1	1	0	5	5
Other/Not Specified	95	4483	4578	97	6750	6847	1	72	73
Total	1727	109460	111187	161	20573	20734	200	9513	9713

(1) National totals are estimates obtained by factoring the data from jurisdictions where information is known.

(2) Blank columns indicate that the information is not available in the indicated format from this jurisdiction.

(continued)

Table A17 (continued)

Vehicles Involved in Fatal or Personal Injury Traffic Collisions by Vehicle Condition - 1993

	Alta.			B.C.			Yuk.		
	Fatal	Injury	Total	Fatal	Injury	Total	Fatal	Injury	Total
No Apparent Defect	413	20182	20595	659	58793	59452	12	220	232
Defective Brakes	8	89	97	3	150	153	0	1	1
Defective Steering	0	0	0	0	33	33	0	0	0
Defective Lighting (Headlights/Taillights)	2	24	26	0	80	80	0	3	3
Defective Engine Controls, Drive Train	0	0	0	1	60	61	0	0	0
Defective Suspension or Wheels	0	0	0	0	5	5	0	1	1
Defective Tires (Puncture/Blowout)	1	44	45	0	88	88	0	8	8
Defective Tow Hitch/Yoke	0	0	0	0	9	9	0	2	2
Defective Exhaust System	0	0	0	0	0	0	0	0	0
Hood, Tailgate, Door or Covering Opened	0	0	0	0	0	0	0	0	0
Overloaded, Loaded Incorrectly, Over-Sized	0	0	0	3	58	61	0	0	0
Other/Not Specified	112	3471	3583	2	80	82	0	69	69
Total	536	23810	24346	668	59356	60024	12	304	316
	N.W.T.								
	Fatal	Injury	Total						
No Apparent Defect	5	224	229						
Defective Brakes	0	2	2						
Defective Steering	0	0	0						
Defective Lighting (Headlights/Taillights)	0	2	2						
Defective Engine Controls, Drive Train	0	0	0						
Defective Suspension or Wheels	0	0	0						
Defective Tires (Puncture/Blowout)	0	3	3						
Defective Tow Hitch/Yoke	0	0	0						
Defective Exhaust System	0	0	0						
Hood, Tailgate, Door or Covering Opened	0	0	0						
Overloaded, Loaded Incorrectly, Over-Sized	0	0	0						
Other/Not Specified	4	29	33						
Total	9	260	269						

Table A18

Vehicles Involved in Fatal or Personal Injury Traffic Collisions by Vehicle Manoeuvre - 1993

	(1) Canada			Nfld.			P.E.I.		
	Fatal	Injury	Total	Fatal	Injury	Total	Fatal	Injury	Total
Going Straight Ahead	3946	177888	181834	45	2079	2124	27	627	654
Turning Left	212	31037	31249	1	386	387	2	115	117
Turning Right	51	8988	9039	0	98	98	0	32	32
Making U-Turn	12	920	932	1	5	6	0	2	2
Changing Lanes	78	4705	4783	1	24	25	0	2	2
Merging	17	1794	1811	1	9	10	0	1	1
Reversing	43	3027	3070	0	68	68	0	9	9
Overtaking	123	3206	3329	3	27	30	0	15	15
Starting/Slowing/Stopped in Traffic	149	49603	49752	1	840	841	1	132	133
Starting From Parked Position/ Leaving Roadside	0	0	7007	0	20	20	0	6	6
Skidding/Swerving to Avoid Object	2	111	113	0	0	0	0	0	0
Parked	127	5754	5881	1	56	57	1	16	17
Other/Unspecified	277	11121	11398	1	44	45	3	63	66
Total	5103	305095	310198	55	3656	3711	34	1020	1054
	N.S.			N.B.			Que.		
	Fatal	Injury	Total	Fatal	Injury	Total	Fatal	Injury	Total
Going Straight Ahead	126	4715	4841	144	4187	4331	1060	39573	40633
Turning Left	2	820	822	10	667	677	57	6578	6635
Turning Right	0	232	232	1	221	222	22	1982	2004
Making U-Turn	1	15	16	0	15	15	4	155	159
Changing Lanes	1	31	32	1	40	41	16	490	506
Merging	0	23	23	0	17	17	9	785	794
Reversing	0	111	111	2	66	68	20	805	825
Overtaking	2	72	74	4	101	105	37	706	743
Starting/Slowing/Stopped in Traffic	2	1315	1317	3	929	932	16	2621	2637
Starting From Parked Position/ Leaving Roadside	0	41	41	1	49	50	47	5123	5170
Skidding/Swerving to Avoid Object	0	0	0	0	0	0	2	102	104
Parked	2	136	138	4	92	96	43	1582	1625
Other/Unspecified	0	399	399	0	9	9	62	2338	2400
Total	136	7910	8046	170	6393	6563	1395	62840	64235

(1) National totals are estimates obtained by factoring the data from jurisdictions where information is known (continued)

Table A18 (continued)

Vehicles Involved in Fatal or Personal Injury Traffic Collisions by Vehicle Manoeuvre - 1993

	Ont.			Man.			Sask.		
	Fatal	Injury	Total	Fatal	Injury	Total	Fatal	Injury	Total
Going Straight Ahead	1386	63949	65335	127	11357	11484	178	5735	5913
Turning Left	74	11188	11262	5	1785	1790	6	896	902
Turning Right	10	2721	2731	3	609	612	0	294	294
Making U-Turn	2	367	369	1	62	63	0	33	33
Changing Lanes	39	2574	2613	2	364	366	2	85	87
Merging	4	286	290	0	158	158	0	34	34
Reversing	7	789	796	2	211	213	1	76	77
Overtaking	44	1413	1457	2	77	79	2	103	105
Starting/Slowing/Stopped in Traffic	88	23170	23258	2	4051	4053	5	1521	1526
Starting From Parked Position/ Leaving Roadside	10	538	548	0	119	119	0	183	183
Skidding/Swerving to Avoid Object	0	0	0	0	0	0	0	0	0
Parked	39	1462	1501	5	309	314	3	212	215
Other/Unspecified	24	1003	1027	12	1471	1483	3	341	344
Total	1727	109460	111187	161	20573	20734	200	9513	9713
	(2) Alta.			B.C.			Yuk.		
	Fatal	Injury	Total	Fatal	Injury	Total	Fatal	Injury	Total
Going Straight Ahead				425	31463	31888	7	163	170
Turning Left				32	6127	6159	1	35	36
Turning Right				9	2074	2083	1	13	14
Making U-Turn				2	190	192	0	2	2
Changing Lanes				8	727	735	0	1	1
Merging				1	341	342	0	0	0
Reversing				6	647	653	0	2	2
Overtaking				16	435	451	0	4	4
Starting/Slowing/Stopped in Traffic				15	11129	11144	0	13	13
Starting From Parked Position/ Leaving Roadside				1	315	316	0	2	2
Skidding/Swerving to Avoid Object				0	0	0	0	0	0
Parked				16	1421	1437	0	10	10
Other/Unspecified				137	4487	4624	3	59	62
Total	536	23810	24346	668	59356	60024	12	304	316

(2) Blank columns indicate that the information is not available in the indicated format from this jurisdiction. (continued)

Table A18 (continued)

Vehicles Involved in Fatal or Personal Injury Traffic Collisions by Vehicle Manoeuvre - 1993

	N.W.T.		
	Fatal	Injury	Total
Going Straight Ahead	6	157	163
Turning Left	0	18	18
Turning Right	0	11	11
Making U-Turn	0	2	2
Changing Lanes	0	0	0
Merging	0	0	0
Reversing	0	7	7
Overtaking	0	3	3
Starting/Slowing/Stopped in Traffic	0	11	11
Starting From Parked Position/ Leaving Roadside	0	3	3
Skidding/Swerving to Avoid Object	0	0	0
Parked	0	9	9
Other/Unspecified	3	39	42
Total	9	260	269

Table A19

Vehicles Involved in Fatal or Personal Injury Traffic Collisions by Vehicle Year - 1993

	(1) Canada			Nfld.			P.E.I.			N.S.		
	Fatal	Injury	Total	Fatal	Injury	Total	Fatal	Injury	Total	Fatal	Injury	Total
1993-94	314	15350	15664	1	197	198	2	48	50	15	379	394
1992	382	21848	22230	3	324	327	2	62	64	9	521	530
1991	366	21429	21795	4	320	324	2	63	65	5	610	615
1990	399	22888	23287	7	319	326	0	73	73	9	594	603
1989	418	25772	26190	9	399	408	7	93	100	18	709	727
1988	461	27385	27846	6	440	446	1	88	89	14	766	780
1987	420	24759	25179	6	362	368	1	93	94	15	699	714
1986	383	26636	27019	9	313	322	3	91	94	13	776	789
1985 or Older	1742	98992	100734	10	883	893	13	345	358	33	2422	2455
Other/Unspecified	218	20036	20254	0	99	99	3	64	67	5	434	439
Total	5103	305095	310198	55	3656	3711	34	1020	1054	136	7910	8046
	N.B.			Que.			Ont.			Man.		
	Fatal	Injury	Total	Fatal	Injury	Total	Fatal	Injury	Total	Fatal	Injury	Total
1993-94	10	321	331	74	3065	3139	108	5873	5981	11	737	748
1992	12	433	445	104	5045	5149	145	8024	8169	7	1203	1210
1991	9	394	403	114	4691	4805	136	7815	7951	6	1311	1317
1990	15	502	517	111	4929	5040	142	8732	8874	17	1225	1242
1989	14	585	599	108	5378	5486	143	9947	10090	11	1376	1387
1988	14	594	608	135	5877	6012	167	10463	10630	12	1542	1554
1987	13	561	574	133	5259	5392	154	9471	9625	8	1478	1486
1986	19	601	620	104	5284	5388	119	9999	10118	10	1820	1830
1985 or Older	64	2402	2466	416	16699	17115	558	32960	33518	74	9004	9078
Other/Unspecified	0	0	0	96	6613	6709	55	6176	6231	5	877	882
Total	170	6393	6563	1395	62840	64235	1727	109460	111187	161	20573	20734
	Sask.			Alta.			(2) B.C.			Yuk.		
	Fatal	Injury	Total	Fatal	Injury	Total	Fatal	Injury	Total	Fatal	Injury	Total
1993-94	20	710	730	31	1000	1031				1	17	18
1992	8	487	495	42	1464	1506				0	16	16
1991	10	464	474	30	1544	1574				0	26	26
1990	10	413	423	35	1598	1633				0	25	25
1989	15	498	513	34	1720	1754				2	29	31
1988	12	572	584	38	1670	1708				1	21	22
1987	8	550	558	27	1441	1468				0	16	16
1986	12	654	666	43	1880	1923				1	17	18
1985 or Older	99	4379	4478	239	10449	10688				6	120	126
Other/Unspecified	6	786	792	17	1044	1061				1	17	18
Total	200	9513	9713	536	23810	24346	668	59356	60024	12	304	316

(continued)

(1) National totals are estimates obtained by factoring the data from jurisdictions where information is known.

(2) Blank columns indicate that the information is not available in the indicated format from this jurisdiction.

Table A19 (continued)

Vehicles Involved in Fatal or Personal Injury Traffic Collisions by Vehicle Year - 1993

	N.W.T.		
	Fatal	Injury	Total
1993-94	0	17	17
1992	0	19	19
1991	2	22	24
1990	1	25	26
1989	2	24	26
1988	1	24	25
1987	0	12	12
1986	0	19	19
1985 or Older	2	70	72
Other/Unspecified	1	28	29
Total	9	260	269

Table A20

Drivers Involved in Fatal or Personal Injury Traffic Collisions by Driver Sex - 1993

	Canada			Nfld.			P.E.I.			N.S.		
	Fatal	Injury	Total	Fatal	Injury	Total	Fatal	Injury	Total	Fatal	Injury	Total
Male	3935	195194	199129	46	2273	2319	23	658	681	107	4330	4437
Female	1000	96617	97617	7	1290	1297	6	334	340	28	2511	2539
N.S.	66	6239	6305	2	84	86	5	43	48	0	12	12
Total	5001	298050	303051	55	3647	3702	34	1035	1069	135	6853	6988
	N.B.			Que.			Ont.			Man.		
	Fatal	Injury	Total	Fatal	Injury	Total	Fatal	Injury	Total	Fatal	Injury	Total
Male	134	4135	4269	1109	42370	43479	1299	72156	73455	106	12598	12704
Female	31	2100	2131	251	18328	18579	381	35113	35494	40	7099	7139
N.S.	1	66	67	35	2142	2177	8	729	737	4	155	159
Total	166	6301	6467	1395	62840	64235	1688	107998	109686	150	19852	20002
	Sask.			Alta.			B.C.			Yuk.		
	Fatal	Injury	Total	Fatal	Injury	Total	Fatal	Injury	Total	Fatal	Injury	Total
Male	161	5569	5730	404	14812	15216	527	35854	36381	10	207	217
Female	33	3132	3165	109	7932	8041	111	18622	18733	2	82	84
N.S.	3	600	603	5	433	438	3	1949	1952	0	2	2
Total	197	9301	9498	518	23177	23695	641	56425	57066	12	291	303
	N.W.T.											
	Fatal	Injury	Total									
Male	9	232	241									
Female	1	74	75									
N.S.	0	24	24									
Total	10	330	340									

N.S. = not specified.

Table A21

Drivers Involved in Fatal or Personal Injury Injury Collisions by Driver Condition - 1993

	(1) Canada			Nfld.			P.E.I.		
	Fatal	Injury	Total	Fatal	Injury	Total	Fatal	Injury	Total
Apparently Normal	3087	231992	235079	31	2127	2158	10	354	364
Fatigued, Fell Asleep	101	4529	4630	10	1406	1416	0	11	11
Medical/Physical Disability	52	1122	1174	0	5	5	0	0	0
Ability Impaired by Alcohol	661	6840	7501	7	26	33	5	18	23
Ability Impaired by Drugs	10	182	192	0	2	2	0	1	1
Had Been Drinking	331	8195	8526	7	81	88	2	27	29
Other/Unspecified	759	45190	45949	0	0	0	17	624	641
Total	5001	298050	303051	55	3647	3702	34	1035	1069
	N.S.			N.B.			(2) Que.		
	Fatal	Injury	Total	Fatal	Injury	Total	Fatal	Injury	Total
Apparently Normal	71	5347	5418	120	5296	5416			
Fatigued, Fell Asleep	12	97	109	4	93	97			
Medical/Physical Disability	1	51	52	0	17	17			
Ability Impaired by Alcohol	29	135	164	14	150	164			
Ability Impaired by Drugs	0	2	2	0	3	3			
Had Been Drinking	7	177	184	22	260	282			
Other/Unspecified	15	1044	1059	6	482	488			
Total	135	6853	6988	166	6301	6467	1395	62840	64852
	Ont.			Man.			Sask.		
	Fatal	Injury	Total	Fatal	Injury	Total	Fatal	Injury	Total
Apparently Normal	1137	88158	89295	46	14082	14128	80	5398	5478
Fatigued, Fell Asleep	22	647	669	5	77	82	3	152	155
Medical/Physical Disability	23	481	504	0	13	13	3	31	34
Ability Impaired by Alcohol	239	2524	2763	10	139	149	40	323	363
Ability Impaired by Drugs	4	70	74	0	3	3	1	15	16
Had Been Drinking	82	3013	3095	13	123	136	13	317	330
Other/Unspecified	181	13105	13286	76	5415	5491	57	3065	3122
Total	1688	107998	109686	150	19852	20002	197	9301	9498
	Alta.			(2) B.C.			Yuk.		
	Fatal	Injury	Total	Fatal	Injury	Total	Fatal	Injury	Total
Apparently Normal	322	17959	18281				7	191	
Fatigued, Fell Asleep	4	224	228				0	8	
Medical/Physical Disability	3	73	76				0	0	
Ability Impaired by Alcohol	46	771	817				0	0	
Ability Impaired by Drugs	1	13	14				0	0	
Had Been Drinking	45	857	902				5	34	
Other/Unspecified	97	3280	3377				0	58	
Total	518	23177	23695	641	56425	57066	12	291	303

(continued)

(1) National totals are estimates obtained by factoring the data from jurisdictions where information is known.

(2) Blank columns indicate that the information is not available in the indicated format from this jurisdiction.

Table A21 (continued)

Drivers Involved in Fatal or Personal Injury Injury Collisions by Driver Condition - 1993

	N.W.T.		
	Fatal	Injury	Total
Apparently Normal	6	248	
Fatigued, Fell Asleep	0	2	
Medical/Physical Disability	1	2	
Ability Impaired by Alcohol	2	17	
Ability Impaired by Drugs	0	0	
Had Been Drinking	0	27	
Other/Unspecified	1	34	
Total	10	330	340

Table A22

Drivers Involved in Fatal or Personal Injury Traffic Collisions by Driver Action - 1993

	(1) Canada			Nfld.			P.E.I.		
	Fatal	Injury	Total	Fatal	Injury	Total	Fatal	Injury	Total
Driving / Parked Properly	2238	149826	152064	39	3002	3041	10	354	364
Following Too Closely	19	20462	20481	0	82	82	0	4	4
Turning Improperly	66	9469	9535	0	28	28	0	2	2
Failed to Signal	0	60	60	0	1	1	0	2	2
Driving Too Fast for Conditions	302	14944	15246	9	208	217	0	30	30
Exceeding Speed Limit	320	4016	4336	3	32	35	0	5	5
Passing Improperly/Changing									
Lanes Improperly, Cutting In	125	6143	6268	2	30	32	0	7	7
Failed to Yield Right-of-Way	233	22782	23015	1	187	188	0	32	32
Disobeyed Stop Sign / Traffic Signal Light	240	14000	14240	1	46	47	0	7	7
On Wrong Side / Wrong Way on 1-Way	101	894	995	0	0	0	0	0	0
Merging / Starting from Curb Improperly	0	0	0	0	0	0	0	0	0
Passing Vehicle Stopped for Pedestrian	0	0	0	0	0	0	0	0	0
Backing Unsafely	8	642	650	0	31	31	0	2	2
Parked Improperly	0	0	0	0	0	0	0	0	0
Inattentive / Careless Driving	0	0	0	0	0	0	0	0	0
Lost Control / Drove off Road	0	0	0	0	0	0	0	0	0
Driverless Vehicle/Ran Out of Control	0	0	0	0	0	0	0	0	0
Other / Unspecified	1349	54812	56161	0	0	0	24	590	614
Total	5001	298050	303051	55	3647	3702	34	1035	1069
	N.S.			N.B.			(2) Que.		
	Fatal	Injury	Total	Fatal	Injury	Total	Fatal	Injury	Total
Driving / Parked Properly	118	6203	6321	89	3231	3320			
Following Too Closely	0	53	53	0	75	75			
Turning Improperly	0	8	8	0	29	29			
Failed to Signal	0	8	8	0	4	4			
Driving Too Fast for Conditions	6	135	141	13	357	370			
Exceeding Speed Limit	3	35	38	12	103	115			
Passing Improperly/Changing									
Lanes Improperly, Cutting In	3	29	32	5	58	63			
Failed to Yield Right-of-Way	1	225	226	4	258	262			
Disobeyed Stop Sign / Traffic Signal Light	0	39	39	2	93	95			
On Wrong Side / Wrong Way on 1-Way	1	28	29	0	12	12			
Merging / Starting from Curb Improperly	0	0	0	0	0	0			
Passing Vehicle Stopped for Pedestrian	0	0	0	0	0	0			
Backing Unsafely	0	15	15	1	26	27			
Parked Improperly	0	0	0	0	0	0			
Inattentive / Careless Driving	0	0	0	0	0	0			
Lost Control / Drove off Road	0	0	0	0	0	0			
Driverless Vehicle/Ran Out of Control	0	0	0	0	0	0			
Other / Unspecified	3	75	78	40	2055	2095			
Total	135	6853	6988	166	6301	6467	1395	62840	64235

(1) National totals are estimates obtained by factoring the data from jurisdictions where information is known.

(continued)

(2) Blank columns indicate that the information is not available in the indicated format from this jurisdiction.

Table A22 (continued)

Drivers Involved in Fatal or Personal Injury Traffic Collisions by Driver Action - 1993

	Ont.			Man.			Sask.		
	Fatal	Injury	Total	Fatal	Injury	Total	Fatal	Injury	Total
Driving / Parked Properly	729	49923	50652	32	10314	10346	102	6038	6140
Following Too Closely	7	7794	7801	0	1266	1266	0	345	345
Turning Improperly	20	3719	3739	1	340	341	2	123	125
Failed to Signal	0	0	0	0	8	8	0	12	12
Driving Too Fast for Conditions	133	7141	7274	7	581	588	11	512	523
Exceeding Speed Limit	136	1836	1972	11	156	167	21	141	162
Passing Improperly/Changing									
Lanes Improperly, Cutting In	45	2774	2819	2	226	228	9	166	175
Failed to Yield Right-of-Way	110	10896	11006	5	868	873	13	891	904
Disobeyed Stop Sign / Traffic Signal Light	67	5286	5353	7	457	464	10	426	436
On Wrong Side / Wrong Way on 1-Way	5	127	132	3	23	26	1	25	26
Merging / Starting from Curb Improperly	0	0	0	0	0	0	0	0	0
Passing Vehicle Stopped for Pedestrian	0	0	0	0	0	0	0	0	0
Backing Unsafely	0	0	0	1	100	101	1	40	41
Parked Improperly	0	0	0	0	0	0	0	0	0
Inattentive / Careless Driving	0	0	0	0	0	0	0	0	0
Lost Control / Drove off Road	0	0	0	0	0	0	0	0	0
Driverless Vehicle/Ran Out of Control	0	0	0	0	0	0	0	0	0
Other / Unspecified	436	18502	18938	81	5513	5594	27	582	609
Total	1688	107998	109686	150	19852	20002	197	9301	9498
	Alta.			(2) B.C.			Yuk.		
	Fatal	Injury	Total	Fatal	Injury	Total	Fatal	Injury	Total
Driving / Parked Properly	202	10585	10787				5	107	112
Following Too Closely	4	2633	2637				0	12	12
Turning Improperly	16	1410	1426				0	10	10
Failed to Signal	0	0	0				0	1	1
Driving Too Fast for Conditions	0	0	0				0	0	0
Exceeding Speed Limit	0	0	0				4	56	60
Passing Improperly/Changing									
Lanes Improperly, Cutting In	8	392	400				0	1	1
Failed to Yield Right-of-Way	3	274	277				1	18	19
Disobeyed Stop Sign / Traffic Signal Light	55	2043	2098				0	1	1
On Wrong Side / Wrong Way on 1-Way	47	304	351				1	8	9
Merging / Starting from Curb Improperly	0	0	0				0	0	0
Passing Vehicle Stopped for Pedestrian	0	0	0				0	0	0
Backing Unsafely	2	166	168				0	2	2
Parked Improperly	0	0	0				0	0	0
Inattentive / Careless Driving	0	0	0				0	0	0
Lost Control / Drove off Road	0	0	0				0	0	0
Driverless Vehicle/Ran Out of Control	0	0	0				0	0	0
Other / Unspecified	181	5370	5551				1	75	76
Total	518	23177	23695	641	56425	57066	12	291	303

(2) Blank columns indicate that the information is not available in the indicated format from this jurisdiction.

(continued)

Drivers Involved in Fatal or Personal Injury Traffic Collisions by Driver Action - 1993

	N.W.T.		
	Fatal	Injury	Total
Driving / Parked Properly	1	116	117
Following Too Closely	0	10	10
Turning Improperly	0	11	11
Failed to Signal	0	0	0
Driving Too Fast for Conditions	0	0	0
Exceeding Speed Limit	0	45	45
Passing Improperly/Changing Lanes Improperly, Cutting In	0	2	2
Failed to Yield Right-of-Way	0	17	17
Disobeyed Stop Sign / Traffic Signal Light	0	0	0
On Wrong Side / Wrong Way on 1-Way	2	9	11
Merging / Starting from Curb Improperly	0	0	0
Passing Vehicle Stopped for Pedestrian	0	0	0
Backing Unsafely	0	3	3
Parked Improperly	0	0	0
Inattentive / Careless Driving	0	0	0
Lost Control / Drove off Road	0	0	0
Driverless Vehicle/Ran Out of Control	0	0	0
Other / Unspecified	7	117	124
Total	10	330	340

Table A23

Drivers Involved in Fatal or Personal Injury Traffic Collisions by Driver Age Groups - 1993

	Canada			Nfld.			P.E.I.			N.S.		
	Fatal	Injury	Total	Fatal	Injury	Total	Fatal	Injury	Total	Fatal	Injury	Total
15 & Under	51	3935	3986	0	50	50	0	12	12	2	73	75
16-19	469	31456	31925	2	384	386	5	164	169	9	828	837
20-24	699	41794	42493	9	631	640	4	131	135	18	917	935
25-34	1330	79845	81175	12	931	943	6	216	222	27	1556	1583
35-44	947	56055	57002	10	746	756	1	171	172	32	1204	1236
45-54	648	35741	36389	10	436	446	4	106	110	23	721	744
55-64	370	20028	20398	8	209	217	3	55	58	9	429	438
65 +	396	17835	18231	2	179	181	2	74	76	15	430	445
Not Specified	91	11361	11452	2	81	83	9	106	115	0	695	695
Total	5001	298050	303051	55	3647	3702	34	1035	1069	135	6853	6988
	N.B.			Que.			Ont.			Man.		
	Fatal	Injury	Total	Fatal	Injury	Total	Fatal	Injury	Total	Fatal	Injury	Total
15 & Under	0	75	75	21	1634	1655	16	1375	1391	0	46	46
16-19	9	494	503	123	5795	5918	142	9974	10116	24	2524	2548
20-24	23	1054	1077	172	8073	8245	257	14623	14880	23	3261	3284
25-34	50	1576	1626	361	15649	16010	460	31995	32455	30	5213	5243
35-44	38	1240	1278	274	12608	12882	315	19093	19408	23	3855	3878
45-54	21	793	814	218	8307	8525	215	13332	13547	17	2288	2305
55-64	6	442	448	99	4475	4574	120	7660	7780	11	1305	1316
65 +	16	534	550	82	3441	3523	144	6653	6797	18	1207	1225
Not Specified	3	93	96	45	2858	2903	19	3293	3312	4	153	157
Total	166	6301	6467	1395	62840	64235	1688	107998	109686	150	19852	20002
	Sask.			Alta.			B.C.			Yuk.		
	Fatal	Injury	Total	Fatal	Injury	Total	Fatal	Injury	Total	Fatal	Injury	Total
15 & Under	1	174	175	7	389	396	2	41	43	0	3	3
16-19	22	1595	1617	54	2948	3002	79	6685	6764	0	32	32
20-24	29	1326	1355	75	3349	3424	85	8325	8410	2	52	54
25-34	47	2040	2087	132	6071	6203	202	14430	14632	3	84	87
35-44	41	1515	1556	91	4726	4817	119	10810	10929	2	55	57
45-54	15	894	909	60	2493	2553	62	6299	6361	2	30	32
55-64	15	532	547	41	1373	1414	53	3509	3562	1	20	21
65 +	26	734	760	53	1270	1323	36	3296	3332	2	12	14
Not Specified	1	491	492	5	558	563	3	3030	3033	0	3	3
Total	197	9301	9498	518	23177	23695	641	56425	57066	12	291	303
	N.W.T.											
	Fatal	Injury	Total									
15 & Under	2	63	65									
16-19	0	33	33									
20-24	2	52	54									
25-34	0	84	84									
35-44	1	32	33									
45-54	1	42	43									
55-64	4	19	23									
65 +	0	5	5									
Not Specified	0	0	0									
Total	10	330	340									

Table A24

Pedestrians Killed or Injured in Traffic Collisions by Age Groups and Pedestrian Action - 1993

	0-4	5-14	15-19	20-24	25-34	35-44	45-54	55-64	65+	N.S.	Total
(1) Canada											
Crossing Intersection with Right-of-Way	37	337	292	242	428	393	283	242	410	96	2760
Crossing Intersection without Right-of-Way	41	423	242	137	237	168	121	104	184	57	1714
Crossing Intersection/Highway, No Traffic Control	73	671	346	237	375	319	235	258	531	116	3161
Playing, Walking, Working, Hiking on Roadway/ Rural Highway/Bridge	22	132	165	110	146	96	68	43	70	47	899
On Sidewalk/Shoulder/Median/Safety Zone	30	177	168	99	164	153	100	92	136	34	1153
Coming From Behind Parked/Moving Vehicle	93	356	80	54	87	66	42	42	69	30	919
Running Into Roadway	80	511	113	62	79	48	27	16	31	46	1013
Pushing/Working/Riding on Vehicle	1	21	19	44	67	38	20	16	19	10	255
Other/Unspecified	126	517	414	362	565	419	263	191	288	231	3376
Total	503	3145	1839	1347	2148	1700	1159	1004	1738	667	#####
Nfld.											
Crossing Intersection with Right-of-Way	0	4	6	3	2	2	3	0	0	0	20
Crossing Intersection without Right-of-Way	1	3	0	0	0	0	1	0	1	0	6
Crossing Intersection/Highway, No Traffic Control	0	12	6	3	3	4	3	0	7	0	38
Playing, Walking, Working, Hiking on Roadway/ Rural Highway/Bridge	2	7	6	6	5	5	2	0	5	0	38
On Sidewalk/Shoulder/Median/Safety Zone	0	1	1	1	2	0	1	0	1	0	7
Coming From Behind Parked/Moving Vehicle	3	6	3	0	1	1	1	1	1	0	17
Running Into Roadway	4	9	1	2	1	0	4	2	3	0	26
Pushing/Working/Riding on Vehicle	0	1	0	0	3	0	0	0	0	0	4
Other/Unspecified	0	0	0	0	0	0	0	0	0	41	41
Total	10	43	23	15	17	12	15	3	18	41	197
P.E.I.											
Crossing Intersection with Right-of-Way	0	2	0	3	1	0	0	0	0	0	6
Crossing Intersection without Right-of-Way	0	0	0	0	0	0	0	0	0	0	0
Crossing Intersection/Highway, No Traffic Control	0	2	0	0	0	0	0	0	1	0	3
Playing, Walking, Working, Hiking on Roadway/ Rural Highway/Bridge	0	0	0	2	0	0	0	0	1	0	3
On Sidewalk/Shoulder/Median/Safety Zone	0	0	4	0	0	1	1	0	1	0	7
Coming From Behind Parked/Moving Vehicle	0	0	0	2	0	0	0	0	1	0	3
Running Into Roadway	0	1	0	1	1	0	0	0	0	0	3
Pushing/Working/Riding on Vehicle	0	0	0	0	0	0	0	0	0	0	0
Other/Unspecified	0	1	1	2	0	0	0	0	1	0	5
Total	0	6	5	10	2	1	1	0	5	0	30
Nova Scotia											
Crossing Intersection with Right-of-Way	1	4	2	2	4	1	3	0	2	9	28
Crossing Intersection without Right-of-Way	0	3	2	1	1	0	0	0	1	0	8
Crossing Intersection/Highway, No Traffic Control	4	27	12	14	10	10	10	9	13	30	139
Playing, Walking, Working, Hiking on Roadway/ Rural Highway/Bridge	1	9	5	4	2	1	2	1	7	13	45
On Sidewalk/Shoulder/Median/Safety Zone	2	2	1	1	6	3	2	2	4	12	35
Coming From Behind Parked/Moving Vehicle	4	6	1	1	2	1	1	1	2	5	24
Running Into Roadway	3	22	6	5	3	1	0	0	0	15	55
Pushing/Working/Riding on Vehicle	0	0	0	1	0	0	0	1	0	1	3
Other/Unspecified	1	12	4	6	5	7	4	3	0	21	63
Total	16	85	33	35	33	24	22	17	29	106	400

(1) National totals are estimates obtained by factoring the data from jurisdictions where information is known.

(continued)

Table A24 (continued)

Pedestrians Killed or Injured in Traffic Collisions by Age Groups and Pedestrian Action - 1993

	0-4	5-14	15-19	20-24	25-34	35-44	45-54	55-64	65+	N.S.	Total
New Brunswick											
Crossing Intersection with Right-of-Way	0	0	2	1	4	3	2	0	3	0	15
Crossing Intersection without Right-of-Way	0	2	1	0	0	1	0	0	0	0	4
Crossing Intersection/Highway, No Traffic Control	0	9	9	6	8	7	6	3	15	3	66
Playing, Walking, Working, Hiking on Roadway/ Rural Highway/Bridge	1	11	10	7	9	4	2	3	3	0	50
On Sidewalk/Shoulder/Median/Safety Zone	0	3	4	2	1	4	1	1	3	1	20
Coming From Behind Parked/Moving Vehicle	1	7	3	0	3	1	2	0	2	1	20
Running Into Roadway	3	24	2	2	5	3	1	1	1	1	43
Pushing/Working/Riding on Vehicle	0	0	0	0	1	0	0	0	0	0	1
Other/Unspecified	1	2	1	1	0	0	0	0	0	0	5
Total	6	58	32	19	31	23	14	8	27	6	224
Quebec											
Crossing Intersection with Right-of-Way	5	49	38	33	59	54	58	53	100	11	460
Crossing Intersection without Right-of-Way	5	86	41	18	41	32	30	23	46	11	333
Crossing Intersection/Highway, No Traffic Control	39	342	132	75	131	133	92	108	214	23	1289
Playing, Walking, Working, Hiking on Roadway/ Rural Highway/Bridge	0	0	0	0	0	0	0	0	0	0	0
On Sidewalk/Shoulder/Median/Safety Zone	11	53	76	31	49	59	39	30	44	11	403
Coming From Behind Parked/Moving Vehicle	37	163	34	16	28	26	17	27	28	10	386
Running Into Roadway	0	0	0	0	0	0	0	0	0	0	0
Pushing/Working/Riding on Vehicle	0	0	0	0	0	0	0	0	0	0	0
Other/Unspecified	56	260	154	106	197	173	115	88	134	25	1308
Total	153	953	475	279	505	477	351	329	566	91	4179
Ontario											
Crossing Intersection with Right-of-Way	17	149	142	102	191	190	126	112	199	27	1255
Crossing Intersection without Right-of-Way	10	181	120	70	119	85	58	65	104	28	840
Crossing Intersection/Highway, No Traffic Control	7	80	48	33	73	52	40	46	114	2	495
Playing, Walking, Working, Hiking on Roadway/ Rural Highway/Bridge	3	58	57	34	50	35	32	20	22	6	317
On Sidewalk/Shoulder/Median/Safety Zone	16	114	76	58	101	81	50	57	80	8	641
Coming From Behind Parked/Moving Vehicle	21	127	17	11	25	7	8	7	15	2	240
Running Into Roadway	53	377	88	40	55	38	20	10	23	13	717
Pushing/Working/Riding on Vehicle	1	17	11	26	29	23	14	11	14	3	149
Other/Unspecified	23	88	81	95	141	89	56	29	57	14	673
Total	151	1191	640	469	784	600	404	357	628	103	5327
Manitoba											
Crossing Intersection with Right-of-Way	0	19	9	16	17	17	8	5	9	18	118
Crossing Intersection without Right-of-Way	0	11	6	5	14	4	6	2	6	6	60
Crossing Intersection/Highway, No Traffic Control	5	23	11	16	14	11	10	11	19	9	129
Playing, Walking, Working, Hiking on Roadway/ Rural Highway/Bridge	2	9	9	8	11	10	3	4	5	14	75
On Sidewalk/Shoulder/Median/Safety Zone	0	0	2	2	4	4	3	2	3	1	21
Coming From Behind Parked/Moving Vehicle	3	7	5	5	2	3	0	0	4	5	34
Running Into Roadway	9	36	8	7	13	4	2	1	2	13	95
Pushing/Working/Riding on Vehicle	0	1	3	0	6	2	0	0	0	0	12
Other/Unspecified	10	27	22	22	31	12	7	4	18	31	184
Total	29	133	75	81	112	67	39	29	66	97	728

(continued)

Table A24 (continued)

Pedestrians Killed or Injured in Traffic Collisions by Age Groups and Pedestrian Action - 1993

	0-4	5-14	15-19	20-24	25-34	35-44	45-54	55-64	65+	N.S.	Total
Saskatchewan											
Crossing Intersection with Right-of-Way	4	7	9	3	5	10	8	8	8	6	68
Crossing Intersection without Right-of-Way	1	8	1	1	2	3	2	1	2	0	21
Crossing Intersection/Highway, No Traffic Control	1	2	0	0	1	2	1	4	2	0	13
Playing, Walking, Working, Hiking on Roadway/ Rural Highway/Bridge	4	6	8	4	8	5	3	1	1	4	44
On Sidewalk/Shoulder/Median/Safety Zone	1	4	4	4	1	1	3	0	0	1	19
Coming From Behind Parked/Moving Vehicle	7	11	5	0	1	3	0	0	3	2	32
Running Into Roadway	8	41	8	5	1	2	0	2	2	4	73
Pushing/Working/Riding on Vehicle	0	0	0	0	2	0	1	0	0	0	3
Other/Unspecified	3	20	19	11	14	9	6	10	13	9	114
Total	29	99	54	28	35	35	24	26	31	26	387
Alberta											
Crossing Intersection with Right-of-Way	5	75	46	36	65	56	38	27	41	6	395
Crossing Intersection without Right-of-Way	24	114	44	19	36	21	15	9	16	9	307
Crossing Intersection/Highway, No Traffic Control	0	0	0	0	0	0	0	0	0	0	0
Playing, Walking, Working, Hiking on Roadway/ Rural Highway/Bridge	7	12	31	23	35	20	13	10	10	1	162
On Sidewalk/Shoulder/Median/Safety Zone	0	0	0	0	0	0	0	0	0	0	0
Coming From Behind Parked/Moving Vehicle	0	0	0	0	0	0	0	0	0	0	0
Running Into Roadway	0	0	0	0	0	0	0	0	0	0	0
Pushing/Working/Riding on Vehicle	0	0	0	0	0	0	0	0	0	0	0
Other/Unspecified	12	29	43	34	44	28	21	19	16	8	254
Total	48	230	164	112	180	125	87	65	83	24	1118
British Columbia											
Crossing Intersection with Right-of-Way	5	28	38	42	79	59	35	37	47	19	389
Crossing Intersection without Right-of-Way	0	13	27	22	23	21	9	4	8	3	130
Crossing Intersection/Highway, No Traffic Control	17	173	127	90	134	100	73	76	145	49	984
Playing, Walking, Working, Hiking on Roadway/ Rural Highway/Bridge	1	20	39	22	26	16	11	4	16	9	164
On Sidewalk/Shoulder/Median/Safety Zone	0	0	0	0	0	0	0	0	0	0	0
Coming From Behind Parked/Moving Vehicle	17	29	12	19	25	24	13	6	13	5	163
Running Into Roadway	0	0	0	0	0	0	0	0	0	0	0
Pushing/Working/Riding on Vehicle	0	2	5	17	26	13	5	4	5	6	83
Other/Unspecified	19	77	87	84	131	100	54	38	49	81	720
Total	59	342	335	296	444	333	200	169	283	172	2633
Yukon											
Crossing Intersection with Right-of-Way	0	0	0	0	0	0	1	0	0	0	1
Crossing Intersection without Right-of-Way	0	1	0	1	1	1	0	0	0	0	4
Crossing Intersection/Highway, No Traffic Control	0	0	0	0	0	0	0	0	0	0	0
Playing, Walking, Working, Hiking on Roadway/ Rural Highway/Bridge	1	0	0	0	0	0	0	0	0	0	1
On Sidewalk/Shoulder/Median/Safety Zone	0	0	0	0	0	0	0	0	0	0	0
Coming From Behind Parked/Moving Vehicle	0	0	0	0	0	0	0	0	0	0	0
Running Into Roadway	0	0	0	0	0	0	0	0	0	0	0
Pushing/Working/Riding on Vehicle	0	0	0	0	0	0	0	0	0	0	0
Other/Unspecified	0	0	1	0	1	0	0	0	0	0	2
Total	1	1	1	1	2	1	1	0	0	0	8

(continued)

Table A24 (continued)

Pedestrians Killed or Injured in Traffic Collisions by Age Groups and Pedestrian Action - 1993

	0-4	5-14	15-19	20-24	25-34	35-44	45-54	55-64	65 +	N.S.	Total
(2) N.W.T.											
Crossing Intersection with Right-of-Way											
Crossing Intersection without Right-of-Way											
Crossing Intersection/Highway, No Traffic Control											
Playing, Walking, Working, Hiking on Roadway/ Rural Highway/Bridge											
On Sidewalk/Shoulder/Median/Safety Zone											
Coming From Behind Parked/Moving Vehicle											
Running Into Roadway											
Pushing/Working/Riding on Vehicle											
Other/Unspecified											
Total											19

(2) Blank columns indicate that the information is not available in the indicated format from this jurisdiction.

Table A25

Pedestrians Killed or Injured in Traffic Collisions by Place of Occurrence - 1993

	(1) Canada			Nfld.			P.E.I.			N.S.		
	Killed	Injured	Total	Killed	Injured	Total	Killed	Injured	Total	Killed	Injured	Total
Urban	292	13206	13498	3	122	125	0	15	15	1	213	214
Rural	176	1185	1361	2	21	23	3	9	12	6	32	38
N.S.	7	384	391	1	48	49	0	3	3	1	147	148
Total	475	14775	15250	6	191	197	3	27	30	8	392	400
	N.B.			Que.			Ont.			Man.		
	Killed	Injured	Total	Killed	Injured	Total	Killed	Injured	Total	Killed	Injured	Total
Urban	8	169	177	98	3699	3797	99	4788	4887	12	676	688
Rural	11	36	47	32	231	263	47	393	440	5	35	40
N.S.	0	0	0	2	117	119	0	0	0	0	0	0
Total	19	205	224	132	4047	4179	146	5181	5327	17	711	728
	Sask.			Alta.			B.C.			Yuk.		
	Killed	Injured	Total	Killed	Injured	Total	Killed	Injured	Total	Killed	Injured	Total
Urban	10	337	347	26	1014	1040	35	2149	2184	0	7	7
Rural	12	28	40	26	52	78	32	345	377	0	1	1
N.S.	0	0	0	0	0	0	3	69	72	0	0	0
Total	22	365	387	52	1066	1118	70	2563	2633	0	8	8
	(2) N.W.T.											
	Killed	Injured	Total									
Urban												
Rural												
N.S.												
Total	0	19	19									

N.S. = not specified.

(1) National totals are estimates obtained by factoring the data from jurisdictions where information is known.

(2) Blank columns indicate that the information is not available in the indicated format from this jurisdiction.

Table A26

Pedestrians Killed or Injured in Traffic Collisions by Collision Site - 1993

	(1) Canada			(2) Nfld.			P.E.I.		
	Killed	Injured	Total	Killed	Injured	Total	Killed	Injured	Total
Non-Intersection (Mid-Block, Including Ramp)	175	3541	3716				0	0	0
Intersection Related	165	7172	7337				2	19	21
Railroad Level Crossing	1	16	17				1	8	9
Bridge/Overpass/Viaduct/Tunnel/Underpass	2	102	104				0	0	0
Other/Unspecified	132	3944	4076				0	0	0
Total	475	14775	15250	6	191	197	3	27	30
	N.S.			N.B.			Que.		
	Killed	Injured	Total	Killed	Injured	Total	Killed	Injured	Total
Non-Intersection (Mid-Block, Including Ramp)	6	212	218	0	4	4	0	20	20
Intersection Related	1	80	81	6	116	122	52	1651	1703
Railroad Level Crossing	0	0	0	0	0	0	0	2	2
Bridge/Overpass/Viaduct/Tunnel/Underpass	0	50	50	0	0	0	0	13	13
Other/Unspecified	1	50	51	13	85	98	80	2361	2441
Total	8	392	400	19	205	224	132	4047	4179
	Ont.			Man.			Sask.		
	Killed	Injured	Total	Killed	Injured	Total	Killed	Injured	Total
Non-Intersection (Mid-Block, Including Ramp)	87	1686	1773	6	267	273	19	185	204
Intersection Related	42	2859	2901	9	324	333	3	166	169
Railroad Level Crossing	0	4	4	0	1	1	0	0	0
Bridge/Overpass/Viaduct/Tunnel/Underpass	2	19	21	0	3	3	0	2	2
Other/Unspecified	15	613	628	2	116	118	0	12	12
Total	146	5181	5327	17	711	728	22	365	387
	(2) Alta.			B.C.			(2) Yuk.		
	Killed	Injured	Total	Killed	Injured	Total	Killed	Injured	Total
Non-Intersection (Mid-Block, Including Ramp)				35	859	894			
Intersection Related				30	1334	1364			
Railroad Level Crossing				0	0	0			
Bridge/Overpass/Viaduct/Tunnel/Underpass				0	6	6			
Other/Unspecified				5	364	369			
Total	52	1066	1118	70	2563	2633	0	8	8
	(2) N.W.T.								
	Killed	Injured	Total						
Non-Intersection (Mid-Block, Including Ramp)									
Intersection Related									
Railroad Level Crossing									
Bridge/Overpass/Viaduct/Tunnel/Underpass									
Other/Unspecified									
Total	0	19	19						

(1) National totals are estimates obtained by factoring the data from jurisdictions where information is known.

(2) Blank columns indicate that the information is not available in the indicated format from this jurisdiction.

APPENDIX B

APPENDIX B

Provincial/Territorial Contacts

The following individuals provided Transport Canada with provincial/territorial traffic collision statistics for this publication. If additional traffic crash information is required, please write or call the appropriate representative(s) at the address(es) or telephone number(s) listed below.

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